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# THE PROGRESS OF THE RACES

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The progress of the
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# The Progress of the Races

Dedicated to the memory of my

beloved parents

ETIENNE MAXSON

and

HARRIET MAXSON

to whom I am indebted for all that I am and

for all that I hope to be.

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# PREFACE

I am very grateful to my father, Etienne Maxson, and Captain Anatole McKan, for the valuable information I received from them, which has helped me so much in preparing this little book. The book entitled "The Progress of the Races," contains a short history of four towns, namely, Pearlington, Logtown, Napoleon and Gainesville, on Pearl River, in Hancock County, State of Mississippi. The names of the business men and the kind of business that they carried on are also given. The chief business of these towns was lumbering. As the timber is fast disappearing in this section, this business will soon be discontinued and the towns depopulated, unless some other business springs up soon.

Therefore, we are trying to preserve in writing what has been done in the way of progress by the white and colored people. We have endeavored to show the progress of the colored people under the headings of Industrial Progress, Educational Progress, Business Progress, Political Progress, and Religious Progress. The names of eighty-nine colored captains on Pearl River are given, besides, colored engineers, carpenters, bricklayers, blacksmiths, etc., as well as what they owned, the kinds of businesses they carried on, and the schools and the churches that they built. We have only given a synopsis of what the races have done on this historic stream, with the hope that what has been written will do justice to the races and be of interest to the reader.

E. W. MAXSON.

615 P Street, Northwest,
Washington, D. C.

# CONTENTS


Page

Pearlington ..... 9

Logtown ..... 12

Napoleon ..... 13

Gainesville ..... 13

Schooners and Deep Water Vessels ..... 14

Industrial Progress ..... 16

Educational Progress ..... 25

Business Progress ..... 28

Political Progress ..... 31

Religious Progress ..... 33

Conclusion ..... 38

Appendix ..... 39

# The Progress of the Races

*Short History of Four Towns on Pearl River*

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Except Biloxi, Pearlington, Logtown, Napoleon, and Gainesville, are among some of the oldest towns in South Mississippi, probably 150 years old. Pearlington, the first town on Pearl River in the State of Mississippi, situated about twelve miles from its mouth where it flows into Lake Borgne, like the river, derived its name from the pearls found in the river. Along the river from Pearlington to Gainesville, and even farther up, was originally the home of the Choctaw Indian, where fish abound in the bayous and rivers and where there is a fine hunting ground.

Cattle kept fat all the year round from the cane-brakes before forest fires destroyed them. The bear, deer, and turkey roamed the forest; wild game was so plentiful nearly up to the Civil War, that the deer had trails in the woods like cattle, all the hunter needed to do was to take a stand behind a tree near the trail and wait for his game. If a poor deer came along he would let him pass and wait for a fat one to come, and then he would fire old Betsey at his venison.

This was also a fine section for cypress and yellow pine, a manufacturing center for lumber, and the building of lake and coastwise vessels. Doubtless the first white settler at Pearlington was Simon Favre, a Frenchman, who was sent there from Mobile by the United States Government, as a pioneer, about 150 years ago to civilize the Indians.

Mr. Favre settled on a farm just above Pearlington, which extended about a mile above to a landing on Pearl River known as "The Gin" (afterward named Favreport). Mr. Favre was the progenitor of all the Favres on Pearl River in Hancock County. Among the most prominent of his descendents were Captain Joseph A. Favre and Honorable Theophilus M. Favre, better known as "Off Favre." Captain Favre was vice-president of the Poitevent & Favre Lumber Company, president of the J. A. Favre Lumber Company, and manufactured lumber at Favreport on the old farm first owned by his grandfather. He was also president of the board of supervisors, and treasurer of Hancock County for a number of years.

Honorable T. M. Favre, the brother of Captain Favre, was a partner in the mercantile department of the Poitevent & Favre Lumber Company. He also ran a turpentine business of his own. He was the Representative of Hancock County in the Mississippi Legislature along in the 'seventies, and Collector of Customs at Bay Saint Louis, Miss., under President Cleveland.

Before the Civil War, all of the cotton raised on Pearl River was brought down the river on flatboats to the old farm and ginned at the historic landing known as "The Gin," after which the cotton was shipped to New Orleans on schooners and steamboats.

Etienne Maxson, the father of the writer, when a boy, rode the mules that turned the mill to gin the cotton. The first dry-dock used for the construction and repair of ships at New Orleans was built at this landing.

"Calker" Harrison, one of the oldest calkers in the ship-yards on Pearl River and on the coast of Mississippi, who had nearly reached the century

mark when he died in New Orleans about twenty years ago, calked on this dry-dock. Usan Vaughn and Sylvester Marchand, though slaves, worked as carpenters on this dry-dock.

New Orleans first supplied the carry-log for the timber-getter of Louisiana and Mississippi. The carry-log wheels originally had a narrow tread about four inches wide, but was improved by Usan Vaughn, a colored slave owned by Nezan Favre, at Pearlington. Vaughn's improvement expanded the tread on the carry-log wheels to 8 and 10 inches, and increased the height or diameter, which enabled the timber-men to haul any size log or stick of timber of the yellow pine that grew so large and abundantly on Pearl River in antebellum days. For every pair of carry-log wheels Vaughn's master received $100, exclusive of the axle, tongue and tackle. He supplied all of the timber-getters on Pearl River with these wheels, and the carry-log on this wise continued in use in Louisiana and Mississippi until the log truck was invented.

Vaughn bought his wife, Annie, from her master while he remained a slave, but the martyred President Lincoln's Proclamation of Emancipation set him free, and he had the pleasure of enjoying freedom with his beloved wife a few years before their decease.

Sylvester Marchand was owned by the same master as Vaughn, but was sold to a man at Bay Saint Louis, who owned many houses that he rented on the coast of Mississippi and in New Orleans.

Marchand, being a splendid carpenter, his new master assigned him the job of building and keeping his houses in repair, alternating between the coast of Mississippi and New Orleans. These colored men were constructive geniuses, even in slave time. It is interesting to note also that the first ship built in America was built by Negroes on the coast of North Carolina.

The Poitevent & Favre Lumber Company was organized at Pearlington shortly after the Civil War, with Captain John Poitevent, president, and Captain Joseph A. Favre, vice-president. Captain Poitevent and Captain Favre, as brothers-in-law, worked together harmoniously and built up a lumber business that was second to none in the State of Mississippi. They supplied lumber, crossties and timber to build the Chattanooga Railroad (now Louisville and Nashville), which was completed in 1872; lumber and piling, brick and sand to jetty the mouth of the Mississippi River, contracted by Captain J. B. Eads, for the United States Government; lumber to build the New Orleans Exposition, which opened in December, 1884, and closed in May, 1885. In filling the latter contract, Captain John Poitevent achieved the name of "Lumber King" of the South. Besides, this company carried on a large business of shipping lumber and timber to New Orleans, Ship Island, Horn Island and Gulfport, until they discontinued business at Pearlington in 1906.

In the passing of Captain John Poitevent in March, 1899, Captain J. A. Favre succeeded him as president of the company for a brief period. He later sold out all of his interest in the Poitevent & Favre Lumber Company to Frank B. Haynes, the son-in-law of Captain Poitevent, who became president of the company, and W. J. Poitevent, the eldest son of Captain Poitevent, vice-president, who chiefly ran the business with his three brothers, John Poitevent, Jr., Eads Poitevent and June Poitevent. Mr. Haynes, the president, was a cotton broker in New Orleans, and gave the most of his time to that business.

The Poitevent & Favre Lumber Company owned three sawmills at Pearlington, the first and second were destroyed by fires in December, 1879, and in April, 1889, respectively, and the third was torn down by The H. Weston Lumber Company, in 1917, and shipped away. They owned the East Louisiana Railroad in Saint Tammany Parish, which carried passengers and supplied the mills with logs, dumping them into West Pearl River, a few miles from Floranville, La., where they drifted with the current to the great boom they kept on Middle River, a mile from Pearlington, then towed to the mills through Jug Bayou flowing into Middle River, through the half-mile log canal, dug in 1879, connecting Jug Bayou with Pearl River, where the mills were located.

They also owned a lot of schooners, steamboats, barges and deep water vessels. It is gratifying to state that these schooners and boats were chiefly manned by colored captains and crews.

The Poitevent & Favre Lumber Company were the first on Pearl River to employ colored captains and engineers on their schooners and boats, first to have colored sawyers in their mills, and as contractors and stevedores. As early as 1869 they began to favor colored employees in this way, and the precedent set by this company has been followed by all of the lumbermen on Pearl River, and by some on the coast of Mississippi and in Louisiana.

About 1901, Captain J. A. Favre and his two sons, Joseph J. Favre and Simon Favre, organized the J. A. Favre Lumber Company and started business at Favreport, first building a brick-yard and then a fine sawmill and a railroad that supplied the mills with logs. They owned schooners, steamboats and barges and carried on a good business. They employed colored men as captains and engineers on these vessels and as foremen and contractors in their brick-yard and lumber-yard. The mill having been destroyed by fire in 1908, they discontinued business at Favreport, and built a mill on White's Bayou. Operating there a few years they finally sold out to the H. Weston Lumber Company at Logtown, and likewise, the Poitevent & Favre Lumber Company.

There have been seventeen sawmills in and within a radius of ten miles of Pearlington, four being at Pearlington, owned by Mr. Hursey, and the Poitevent & Favre Lumber Company, one just above Pearlington, one across the river opposite Pearlington, one on Brown's Island, all three owned by Mr. Brown; one at Favreport, and one on White's Bayou, both owned by the J. A. Favre Lumber Company; one near the head of Mulatto Bayou, known as Captain John Richardson's mill; four at Logtown, owned by Carrie and Wingate, Henry Carrie, E. C. Goddard Lumber Company, and all of them finally owned by the H. Weston Lumber Company; two at Gainesville, owned by Captain William Poitevent and Mr. Peterman, and one at the mouth of Mike's River, owned by Captain Adolph Poitevent.

The two large sawmills, one at Pearlington and the other at Favreport (located about a mile apart), after failing, left Pearlington in quite a business depression, so much so that the town is nearly depopulated and demolished. It is a sad picture when we remember that Pearlington was once one of the most thriving towns in South Mississippi. Being situated on Pearl River, where vessels of large burden can enter, and almost in a direct

line between New Orleans and Mobile, makes it a logical point for business, and who knows what her possibilities might be? However, the business depression at Pearlington has been relieved in a great measure by the H. Weston Lumber Company, at Logtown, and by the Poitevent & Favre Lumber Company at Mandeville, La., in caring for the remnant and those who have moved away.

## LOGTOWN

Logtown was first named Chalons, probably after a Frenchman who settled there, or after the celebrated city of France. Chalons Bayou also bears his name like Usan Bayou bears the name of Usan Vaughn. When Chalons became a noted log-landing for rolling logs into Pearl River, the name was changed to Logtown. Logtown, at one time one of the least among the towns on Pearl River in Hancock County, has now grown to be the greatest. The ancient proverb, "All roads lead to Rome," can now be transposed to read, "All roads lead to Logtown."

Henry Weston was the founder and first president of the H. Weston Lumber Company. He was an eastern Yankee and a genius in the sawmill business. Tradition has it that when he came to Gainesville, a young man, in ante-bellum days, he was in such straits that he had to pawn his valise to pay his board at Judge James Graves' boarding house. But he bequeathed to his family one of the finest lumber businesses in the State of Mississippi. His sons have successfully carried on the business. H. S. Weston, president; J. H. Weston, vice-president; J. S. Otis, secretary; D. R. Weston, treasurer; Asa Weston, the eldest son, master mechanic around the mills; Coney Weston and Coben Weston, tallymen and lumber inspectors.

H. S. Weston, the president, is a splendid business man, and prominent in politics. Under his supervision the business of the great firm has steadily grown and bids fair for continued success. Mr. Weston has been president of the Board of Supervisors of Hancock County for a long time. His slogan has been "good schools and good roads," and we have them in Hancock County.

Mississippi was a dry state several years before Congress adopted national prohibition. National prohibition is one of the greatest events in American history, and I verily believe that we have made the initial step toward world-wide prohibition within the next twenty-five years. Some of the anti-prohibitionists contended that to obliterate the liquor traffic in the State of Mississippi would be to close up the public schools for lack of funds to run them, that the public roads could not be kept up with the small sum that would be raised from taxes, but notwithstanding all that, we now have longer terms of schools, better teachers and better salaries, better roads and more of them, and less prisoners in jail. The Honorable William Jennings Bryan has well said: "The women will stand guard at the grave of John Barleycorn and make sure that he will never know a resurrection morn."

Doubtless it was the sterling qualities and the business education of J. S. Otis that raised him from a common laborer in the sawmill of the H. Weston Lumber Company, first to be a clerk and bookkeeper in the store, and next to be a member of the company and general business manager of the great concern.

Mr. Otis was the first postmaster at Logtown, established June 19, 1884, and served during President Cleveland's first administration. He was superintendent of public education of Hancock County, from 1889 to 1891, inclusive, and made a good superintendent of the Methodist Episcopal Sunday School at Logtown for a number of years. He stands high in the church and in the fraternal orders of his community.

God is the author of riches and He gives men power to get wealth, and the rich man who has not made an idol of his money but puts his trust in God, and uses his money to do business and to bless humanity with employment and with a living wage, God will bless that man in this world and in the world to come.

The H. Weston Lumber Company operates two large sawmills at Logtown, and a fine railroad that carries passengers, and which supplies the mills with logs. They own large tracts of land in Hancock County, as well as every mill seat on Pearl River from Pearlington to Gainesville. They own all of Westonia and nearly all of Logtown, and manufacture an immense quantity of lumber and carry on a big sand and gravel trade. They employ colored men as captains of their schooners, boats and barges, and as section bosses on the railroad. If any colored man does not own a home in this section of the State it is because he is too lazy or shiftless to buy one, even on the installment plan. Every inducement has been offered to the colored people there to buy land, build homes, school houses and churches, and to do business. It is interesting to note that not a few have availed themselves of the opportunity, and we shall be glad to tell you about some of them when we reach that point in our story.

## NAPOLEON

Napoleon is located on Pearl River about twenty-three miles from its mouth. It was settled by the French and named after the emperor of France. The principal French families who settled there were the Favres, Murphys and Hovers. These families have carried on most of the businesses there. Agriculture, stock raising and timber-getting have been the chief businesses of this town.

A brick-yard was started there but failed because the clay was not good enough to make brick. The most historic thing that might be mentioned of this place was, probably, the installation and use of the first printing press in Hancock County. The wells and springs of this place, like those of Gainesville, are as good as any in the State.

Captain Willis Vaughn and Henry Willis were the first colored men to own a schooner on Pearl River. They owned the barge Vina and usually loaded wood and coal at Napoleon for New Orleans.

## GAINESVILLE

Gainesville is located twenty-eight miles from the mouth of Pearl River, and at the head of steamboat navigation. It derived its name from Gaines, the first white settler. Gainesville was the first county seat of Hancock County. When the court-house was burned and the records destroyed in 1858, the county seat was removed to Bay Saint Louis, where it now stands. Captain William Poitevent (the father of Captain John Poitevent) and Charles Frazier were

the lords of this manor. Captain Poitevent operated a sawmill, brack-yard, and a line of steamboats and barges that carried lumber, wood, brick and sand and cattle to New Orleans for market. He employed colored men as sawyers in his mill and foremen in his brick-yard, and as captains on his boats and barges.

The Rev. Tyler Carter was his chief sawyer, and Rev. Carter was also chief sawyer for Captain Adolph Poitevent who succeeded his father in the lumber business at Gainesville. The Reverend Brother Carter succeeded the Rev. Taylor Fryerson as pastor of the First Baptist Church at Gainesville. He was also trustee of the public school there for many years.

Captain Nelson Fitzgerald ran the steamers Lollie and S. R. Poitevent for Captain "Bill" Poitevent. He also ran the steamer Dial and tug Asa for the Poitevent & Favre Lumber Company, and wherever he mastered he had his cousin, Jack Peterson, for his engineer.

Mr. Frazier and W. A. Whitfield owned many cattle at Gainesville. At one time they were about the largest stock-raisers in Hancock County.

About forty years ago Mr. Whitfield sold 1,000 head of cattle at $10.00 a head. Such a price for cattle today would hardly pay for the by-products, much less the meat, since the World War has raised the cost of living. Mr. Whitfield owned the schooner Mary and Pearl Whitfield, named after his two daughters. A colored captain and crew manned this vessel. Captains Anatole McKan and William Mitchell ran her at different times, carrying lumber, rosin and turpentine from Gainesville to New Orleans.

The family ties and business interest of Pearlington, Logtown, Napoleon and Gainesville were so interwoven that to say anything commendable of one town is to say it of all of them. These towns afford a mild and salubrious climate, good water to drink, fine vegetables, splendid stock raising, lumber manufacturing, plenty of fuel, good homes and good public schools and churches. The white and colored citizens of these towns will compare favorably with any citizens in the United States.

There has never been a lynching in Hancock County and very few legal executions. The white and colored citizens have tried to cultivate a friendly spirit and the trend of the races has been toward peace and goodwill.

## SCHOONERS AND DEEP WATER VESSELS

The schooners owned by the Poitevent & Favre Lumber Company were the Emma Jane, rebuilt and name changed to Addie Eads; Alice McGuigin; Union, rebuilt and name changed to New Union; Try Again; Lillie Schmidt; Ella C. Andrews; Victoria; Lizzie Kellum, rebuilt and name changed to Angeline; Martha Toulme, rebuilt and name changed to Calla; R. O. Elliot. Deep water vessels: Forest Holmes, Geo. W. Lhote, Palos, Seguin. Steamers: Major White; Dial, built by the E. C. Goddard Lumber Company at Logtown, and sold to the Poitevent & Favre Lumber Company; Rice Farmer, rebuilt and name changed to Pearlington; Pelican; Rolla; Tug Pearl Smith, rebuilt and name changed to Asa; Tug H. C. Warmouth. The H. C. Warmouth, Pearlington, Pelican, and Margaret were the mail boats on Pearl River for many years.

The Poitevent & Favre Lumber Company were the first mail contractors

on this route. Captain R. S. Boardman mastered these boats and others on the river for about fifty years. He bought the Pelican from the Poitevent & Favre Lumber Company, when they discontinued business at Pearlington, and succeeded them in carrying the mail and passengers on this route. He afterward sold a half interest of the Pelican to the H. Weston Lumber Company. He built the Margaret and ran her in the mail and passenger trade also.

Captain Boardman almost invariably carried a colored crew, and sometimes a colored engineer. When Captain Isaiah Wooten quit sailing, Captain Boardman employed him to run his farm and to look after his cattle.

The Alice McGuigin was the oldest schooner on Pearl River, and most of the sailors on Pearl River learned how to sail on this vessel, this was the training ship. The schooner Theresa G., built and owned by Captain Frank Guiterrez, and the brigantine Annie Madison, built and owned by the Madison Brothers, were the largest vessels built on Pearl River. The Annie Madison was five years under construction, from 1885 to 1890, and was lost with her whole crew on the Gulf of Mexico, on her third voyage bound for Havana.

Then there was the steamer Major White, the owners of which were the Poitevent & Favre Lumber Company and Captain John A. Orr. There was something remarkable about this boat and crew. Captain Orr was half owner and engineer of this boat, while Captains Smith King and Mingo Wooten, two colored masters, ran the boat at different times with a colored crew. Under Captain Orr, a white man, two colored men, viz., Isham Brooklyn and Pinkney Moore, learned to be engineers. The personnel of this boat represented harmony and progress in the superlative degree.

Schooners and steamboats owned by the J. A. Favre Lumber Company were the Melvina Anderson, Annie B., Emma J. Mestier, and tug Fred Dilly. Owned by the E. C. Goddard Lumber Company, was the schooner Eliza B.

*Other Schooners and Owners*

Other schooners and owners were as follows:

Petronia H., owner, Captain Asa Russ; Serrena Junior, owner, Captain Emile Koch; Wade Hampton, owners, Thomas Randall and son; Barge Coleman, owner, Captain Neze Favre; Julia Rickert, owner, Captain Samuel J. Favre; Mary and Pearl Whitfield, owner, William Whitfield; Hortense, owners, White and Little.

Schooners owned by the H. Weston Lumber Company were the Bogue Houma, rebuilt in 1887, and name changed to C. A. Fish; Corinne H., sold to C. K. Russ, Saint Bartholomew, Leta, Lois, Minnie Otis, and Geo. W. Rhode.

Steamboats: Sarah, built and first owned by the H. Weston Lumber Company and Captain Christian Koch. After a few years Captain Koch sold out to the H. Weston Lumber Company, Edgar and Palo Pinto. The H. Weston Lumber Company has sold out all of their schooners and now ship their lumber on barges, which is a much cheaper transportation. The most of the schooners owned by the Poitevent & Favre Company and the H. Weston Lumber Company have been sold on reasonable terms to colored men who lived on the river and ran these vessels. Under the heading of Business Progress we shall give the names of the schooners and captains who bought these vessels.

## INDUSTRIAL PROGRESS

The colored people in these towns, emerging from slavery, illiterate, penniless and homeless, taking the ground start in life, began their gradual march of progress through the assistance of the business men who gave them every opportunity to develop. It was not long before they built up homes. schools and churches and learned to do business. In 1869, the Poitevent & Favre Lumber Company employed Gilbert Burton as the first colored captain on Pearl River. He mastered the Schooner Emma Jane. It is true that colored men ran their masters' vessels in slave time on Pearl River and Lake Pontchartrain, carrying commodities into New Orleans, but they were mere sailing masters and not full-fledged captains, because a white man had to be on board to clear the law.

But Captain Burton was the first colored captain with a colored crew who was master from stem to stern. Captains Smith King and Anatole McKan were next employed by the same company. Captain King ran the schooner Alice McGuigin and steamer Major White. Captain McKan succeeded Captain Burton on the Schooner Emma Jane. He ran the Emma Jane twice, and the schooners Lillie Schmidt and Ella C. Andrews. The Andrews was the largest lake vessel plying the waters of Pearl River, Lakes Pontchartrain and Borgne, and the Mississippi Sound. Captain McKan ran this vessel outside to Ship Island, Miss.; Port Eads, La.; Galveston, Tex.; and Key West, Fla. He was probably in the employ of the Poitevent & Favre Lumber Company about twenty-five years.

### CAPTAIN ANATOLE MCKAN

*A Unique Character*

Captain McKan is a unique character. He was born a slave at Covington, La., and is now 89 years old. He was born the same year that the Charles Morgan was built at New Bedford, Mass., the oldest sailing wooden ship afloat today. He has outlived all of his contemporaries. He was a soldier in the Civil War, and is now a regular pensioner of Uncle Sam. He trained most of the colored sailors on Pearl River.

Captain McKan's first wife, Rosa McKan, gave to him sons and daughters. His second wife, Malinda McKan, helped to raise his children and to acquire property. They owned five schooners at different times and some good real estate. They ran their business on a fifty-fifty basis. Captain Annison Thompson and Captain Standford Thompson, whom he trained to be sailors, were his brothers-in-law. His sons, Captain Standford McKan and Captain Nicholas McKan, whom he also trained, are splendid sailors. The former is a ship carpenter.

When Captain McKan's advanced years made him quit the lakes, his sons ran his schooners and he handled the business end of the cargoes and kept the vessels in running order. His two oldest daughters married men who afterward became captains, namely, Captain Dudley Cloud and Captain John Peters.

Captain McKan is a Mason, and he has been a deacon in the First Baptist Church of Pearlington over fifty years.

## A LIST OF COLORED CAPTAINS AND THE VESSELS THEY MASTERED

The * indicates that the Captain was a product of Pearl River, but ran schooners hailing from other ports.

1. Eb Avery, Schooner Alice McGuigin.
2. Couter Bates, Schooner Julia Rickert.
3. Charlie Baxter, Schooner Melvina Anderson, Hortense.
4. Joseph Beard, Schooner Lena M. H.
5. Charlie Burton, Schooner C. A. Fish.
6. Edmund Burton,* Schooner Flowers.
7. Gilbert Burton, Schooner Emma Jane.
8. Jesse Burton, Schooner Serrena Junior, Corinne H., Angeline, Ella C. Andrews.
9. Rogers Burton, Schooner Lillie Schmidt.
10. Enoch Bush,* Schooner Emma J. Mestier.
11. Joseph Bush, Schooners Corinne H., Lois, Emma J. Mestier.
12. Albert Butler, Schooner Alice McGuigin.
13. Charlie Butler, Schooner Try Again.
14. Eddie Cain, Schooner C. A. Fish.
15. Dudley Cloud, Schooners C. A. Fish, Victoria.
16. Sam Coleman, Schooner Geo. W. Rhode.
17. Shep Cupid, Schooner Julia Rickert.
18. Jesse Davidson, Schooner Corinne H., Steamer Palo Pinto.
19. Willie Delavior, Schooner Alice McGuigin.
20. John Emery, Schooner Saint Bartholomew.
21. Charlie Fitzgerald, Schooner Victoria.
22. Nelson Fitzgerald, Steamer Major White, Dial, Asa.
23. Jules Gaines, Schooner R. O. Elliot.
24. Norman Gaines, Schooners Leta, Victoria.
25. William Gaines,* a Schooner hailed from Rotten Bayou.
26. Augustus Gilbert, Schooners Ella C. Andrews, Addie Eads.
27. Charlie Gilbert, Schooner Emma Jane.
28. Washington Grooms, Schooner Julia Rickert.
29. Richard Harris, Schooners Annie B., Leta.
30. Eddie Herger, Schooner Geo. W. Rhode.
31. Mars Johnson, Schooners Emma Jane, Wade Hampton.
32. Peter Johnson, Schooner Try Again.
33. Lilburn Jordan, Schooner Alice McGuigin.
34. Richard Jordan, Schooners R. O. Elliot, Alice McGuigin, Union.
35. Smith King, Schooner Alice McGuigin, Steamer Major White.
36. John W. Lee, Schooner R. O. Elliot.
37. Spencer Lee, Schooner Leta.
38. Thomas Lee, Schooners Angeline, Victoria.
39. Andrew Lewis,* Schooner Lillie Schmidt.
40. Jacob Lewis,* Schooners Flowers, Emma Hawkins.
41. Leon Limuel, Schooners Hortense, Leta.
42. Augustus Lolow, Schooners Victoria, Calla, Ella C. Andrews, Barge Coleman, Julia Rickert, Petronia H.
43. William McGee, Schooner Alice McGuigin.
44. Anatole McKan, Schooners Emma Jane, Lillie Schmidt, Ella C. Andrews, Julia Rickert.

45. Nicholas McKan, Schooners Mamie A. D., Lena M. H., Melvina Anderson.
46. Stanford McKan, Schooner Mamies A. D., Daisy Woods, Geo. W. Lester.
47. Sylvester Maxson, Schooners C. A. Fish, Victoria.
48. Jerry Meyers, Schooner Julia Rickert.
49. Cornelius Miller,* Schooner Fred Goss.
50. William Mitchell, Schooners Mary Ellen, Mary and Pearl Whitfield.
51. Pinkney Moore, Schooner Petronia H.
52. Jerry Mundy, Schooners Victoria, Ella C. Andrews, Saint Bartholomew, Leta, Lois, Hortense, Minnie Otis.
53. Matthew Mundy, Schooners C. A. Fish, Lois, Ella C. Andrews, Victoria.
54. Eli Peters, Schooners Alice McGuigin, Angeline, Victoria, Eliza B.
55. John Peters, Schooner Geo. W. Rhode.
56. Matthew Peters, Schooners McGuigin, Julia Rickert, Geo. W. Rhode.
57. Moses Peters, Schooners R. O. Elliot, Lillie Schmidt, Emma J. Mestier.
58. Moses N. Peters,* Schooner hailed from Madisonville, La.
59. Stephen Peters, Schooner Lizzie Kellum.
60. Peter Porter, Schooner Victoria.
61. Jesse Preston,* Schooner Clifton, Houltonville, La.
62. John Richardson, Schooners Geo. W. Lester, Leta, Geo. W. Rhode, master and owner.
63. Zedo Richardson, Schooners Leta, Geo. W. Rhode.
64. Frank Robinson, Schooners Leta and Lois.
65. Truman Royal,* Schooner Rosa A., Handsboro, Miss.
66. Louis Slade, Schooners Alice McGuigin, Addie Eads, Lillie Schmidt.
67. Nicholas Smith,* Schooners Addie Eads, Jennie Dorsey.
68. Rinalda Smith, Schooner Leta.
69. William Strayhan, Schooners R. O. Elliot, Alice McGuigin.
70. Clay Thomas, Schooner R. O. Elliot.
71. Annison Thompson, Schooners Union, New Union.
72. Carter Thompson, Schooner Lena M. H.
73. Stanford Thompson, Schooner Emma Jane.
74. Willis Vaughn, Schooners Barge Vina, mastered and owned by him
75. Albert Vaultz, Schooner Corinne H.
76. Grayson Vaultz, Schooners McGuigin, Union, Lillie Schmidt.
77. William Vaultz, Schooner Addie Eads.
78. Walter Wade,* a schooner hailing from Houltonville, La.
79. Willie Wallace, Schooner Geo. W. Rhode.
80. Charlie Winston, Schooners Calla, Victoria.
81. Henry Winston, Schooner Mamie A. D.
82. Robert Winston,* Schooner Cowart.
83. William Winston, Schooner Union.
84. Alexander Wooten, Schooners Try Again, Alice McGuigin, Lizzie Kellum, Bogue Houma, Saint Bartholomew, Leta, Lois, Julia Rickert.
85. Andrew Wooten, Schooner C. A. Fish.
86. Isaiah Wooten, Schooner Alice McGuigin, Addie Eads, Calla, Lillie Schmidt, Leta.
87. Mingo Wooten, Schooner Victoria, and Steamer Major White.
88. Lawrence Young, Schooner Alice McGuigin.
89. Shelton Young, Schooner Leta.

### DEEP WATER CAPTAINS

Captains Anatole McKan, Annison Thompson, Augustus Lolow, Alexander Wooten, and Stephen Peters ran the largest schooners on Pearl River, and for sometime the largest on the lakes and sounds. They ran to what was called outside, which meant outside of all the lakes and sounds into the Gulf of Mexico, to Ship Island, Horn Island, Port Eads, Galveston, and Key West.

The colored captains on Pearl River were said to be the best sailors in these waters and carried the best crews. They ran some of the fastest vessels. Their cargoes were chiefly lumber. To say that a man was from Pearl River was all the recommendation he needed to get a job to handle lumber anywhere. Where stage and stand were used, the speed with which these men handled lumber could only be surpassed by the toboggan slide on the western mountains.

### STORM ON THE COAST OF MISSISSIPPI, OCTOBER, 1893

The schooners Alice McGuigin and Lizzie Kellum swamped at their anchors in Lake Borgne. The former near the mouth of Pearl River, and the latter a few miles east of Saint Joseph Island. Captain Willie Delavior and Captain Stephen Peters and their crews, respectively, were drowned. The bodies of the crews of these vessels were found and buried at Pearlington. The schooners were raised and repaired.

The schooner Eliza B., foundered at her anchors in Ship Island Harbor. Captain Eli Peters and his crew went by the board. Clinging to a stick of timber which was a part of the cargo, Captain and his crew were driven out into the Gulf of Mexico. After being driven and tossed by the tempestuous wind and sea a few hours, two of his sailors gave up and sank beneath the angry waters. But Captain Peters and his cousin, Philip Peters, clung tenaciously to the piece of timber until they escaped safe to land on the west coast of Florida, a distance of about two hundred miles drifting in the sea. This was an unprecedented shipwreck in the history of these waters. This storm destroyed more lives and property on the coast of Mississippi and Louisiana than any storm before or since.

The schooner New Union drug her anchors out of Ship Island Harbor, and rolled over in the trough of the sea; the vessel was lost. Captain Annison Thompson and his crew perished beneath the waters. Captain Thompson was one of the best sailors on the lakes and sounds. And had he not been handicapped with a deck load of big timber that prevented him from freeing his vessel, the probability is that he and his crew would have at least been saved.

### STORM OF APRIL, 1914

The schooner Emma J. Mestier swamped at her anchors in Lake Pontchartrain. Captain Enoch Bush and his crew were lost. The personnel of his crew consisted of John Wooten, his brother-in-law, and the son of Captain Alexander Wooten, and Isadora C. Wooten, Isaiah Wooten, Jr., the son of Captain Mingo Wooten and Elizabeth Wooten; Sandy Young and George Cicero. The body of Isaiah Wooten, Jr., was found tied to the vessel, but none of the other bodies were ever found. Captain Bush was a Mason and

a member of the Corinthian Lodge, No. 144, Pearlington, Miss. He carried an endowment policy with the Masonic Benefit Association of Mississippi. His wife, Hattie E. Bush, was the beneficiary. She received the full amount of the policy, and spent it wisely in buying herself a good home.

### COLORED ENGINEERS

Among the engineers on Pearl River were Jack Peterson, Pinkney Moore, Isom Brooklyn, Henry James, and Roscoe Lampton. Jack Peterson was the first and oldest engineer on the river. He engineered first on Captain William Poitevent's boat at Gainesville. When Captain Poitevent discontinued business at Gainesville, he came to Pearlington and engineered on the boats of the Poitevent and Favre Lumber Company, viz, the Dial, Asa, and Pearlington. The Pearlington was the mail boat on the river for many years. Pinkney Moore engineered the Pearlington also, and the H. C. Warmouth. He engineered the Fred Dilley for the J. A. Favre Lumber Company, Isom Brooklyn, the H. C. Warmouth. This little boat towed all the logs from the big boom on Middle River, that supplied the mills at Pearlington.

Henry James engineered the Sarah and Edgar for the H. Weston Lumber Company. He was not a product of the river, but came from Gulfport and worked there a few years. Roscoe Lampton was the grandson of Jack Peterson. He learned steamboat engineering under his distinguished grandfather, but engineered boats on Jordan River and around Bay Saint Louis.

### COLORED SAWYERS

Among the sawyers on Pearl River were James Conley, Willie Delavior, John Richardson, Henry McCarty, Grant Amos, and Tyler Carter.

Conley sawed for the Poitevent & Favre Lumber Company and the J. A. Favre Lumber Company, and Henry Carre; Delavior for the Poitevent & Favre Lumber Company; Richardson for the J. A. Favre Lumber Company; McCarty for Henry Carre; Grant Amos for the H. Weston Lumber Company; and Carter for Captain Bill Poitevent and Captain Adolph Poitevent.

Grant Amos was probably the best colored sawyer on Pearl River. He sawed for the H. Weston Lumber Company a number of years. Amos was sick a few months before he died about 22 years ago. During his illness it was said that the H. Weston Lumber Company sustained a loss of $1,000 a month. If the same loss has continued ever since the incapacitation and passing of Amos, we must conclude that he was a valuable asset to the H. Weston Lumber Company. Amos saved his money, bought up some fine property and left his wife and children in good shape.

### CARPENTERS

Usan Vaughn, Etienne Maxson, Joseph Graves, Voltaire Powell, Philip King, George Williams, Jerry Mundy, Jacob Holmes, Richard G. Burrell, John Smith, Bentley Powell, Thomas Powell, and Elijah John were among some of the carpenters at Pearlington and the vicinity. Usan Vaughn was a splendid wheelwright and house carpenter.

Etienne Maxson was a ship carpenter. He helped to build and repair many schooners and steamboats on Pearl River. When he was a boy he clerked in his

master's store; when he grew up he ran his master's schooner and kept it in repair. During the Civil War he bought and sold cotton for his master, hauling it from 45 to 50 miles through the country to market, driving his team at night and hiding it away in the day time, for fear of seizure. He earned his first money as a free man in 1866, in building the schooner "Hornet" for Captain J. A. Favre and Captain William Mars. He was paid off in gold, and he kept a twenty-dollar gold piece of that money as a souvenir for 36 years. Whenever a stick of timber was needed at the shipyard to make a spar for a vessel, it was he who was sent to the forest to get it, because he knew the forest and how to select the timber. After scoring he would superintend the hauling to the shipyard and then convert it into use. In the days of Solomon, "A man was famous according as he had lifted up axes upon the thick trees."

Joseph Graves was a good house carpenter. He built the new First Baptist Church and the old and the new Holmes Chapel M. E. Church, the former under the pastorate of the Rev. Taylor Fryerson, and the latter under the pastorate of the Rev. W. H. Smith. He built several houses also at Pearlington. Voltaire Powell was a carpenter around the mills for the Poitevent & Favre Lumber Company. Philip King, George Williams, Jerry Mundy, and Jacob Holmes were house carpenters; George Williams and Jerry Mundy built several houses at Pearlington. Richard G. Burrell, John Smith, and Jules Gaines were carpenters around the mills for the Poitevent & Favre Lumber Company and the H. Weston Lumber Company. Jules Gaines built one or two houses at Pearlington, and he and Jacob Holmes built the Masonic Hall of Corinthian Lodge No. 144.

Bentley Powell and Thomas Powell, the sons of Voltaire Powell are excellent house carpenters. Thomas Powell generally worked around the mills for the Poitevent and Favre Lumber Company. Elijah John is a house carpenter. His work principally consisted in repairs and building fences.

Before the Poitevent and Favre Lumber Company and the H. Weston Lumber Company, bought and sold manufactured coffins, nearly all the coffins at Pearlington and Logtown, and within a radius of ten miles were made by Usan Vaughn, Etienne Maxson, Joseph Graves, Voltaire Powell, and George Williams. These coffins were made of the best cypress lumber and dressed accordingly. Except caskets, they looked as well as any manufactured coffin. George Williams probably made more coffins than any colored man on the river.

I was about to forget to mention Henry Gaines and Richard Knox, who figured conspicuously as carpenters in the constructive work of their day. Gaines helped to build Captain John Poitevent's fine house. He built and repaired several houses around Pearlington, and also built his own house that he lived in.

Knox built the hall of the Court Patrons of Husbandry. He built and repaired several houses at Pearlington. He owned some fine property at Handsboro, Miss.

### BLACKSMITHS

Richard Tyler and Reid were blacksmiths at Pearlington. Tyler's blacksmith shop was located on the public road at the Mile Branch. His work consisted in shoeing horses and repairing buggies and wagons. I cannot recall

Reid's first name, but he was a blacksmith for the Poitevent & Favre Lumber Company, doing general work for the sawmill. Reid entered a tract of land about four miles east of Pearlington, near Devil Swamp. He built a good house on it and fenced in a few acres for a little farm, and had intended to raise hogs and cattle, but his house having been destroyed by fire, he abandoned the premises and moved to Bay Saint Louis.

### BRICKLAYERS

Clark Benjamin, Benjamin Thornton and Wilbert George—these men built Chimneys and made pillars for houses; they built and repaired furnaces at the sawmills. There were only two brick buildings in these towns—a bank at Pearlington and a store at Logtown.

### FOREMAN OF LUMBER-YARD, AND DRY KILNS

Joe Thompson, George Burton, Moses N. Peters, Caesar West, and Samuel D. Snell were foremen who worked for the Poitevent & Favre Lumber Company. They employed men and boys to pile lumber on the lumber-yard; they classified the lumber and superintended the drying in the kilns.

Ed Christmas, William Crosby, Oscar Williams, Joseph Winston, and C. S. T. Adams were foremen and contractors for the H. Weston Lumber Company. Winston was a stevedore. He employed a large crew of men to load lumber on barges and railroad cars for shipping. He was paid by the thousand and paid his men the best wages on the river. Winston had the best job in handling lumber of any colored man on the river. Adams came next. With his crew of men and boys he piled all of the lumber at one of the mills and operated the dry kiln also. Henry Weston, the president of the company, in referring to Adams as an employee, said: "A better man never was born." Few men have received such a commendation from their employer. Adams was a deacon in the First Baptist Church at Pearlington, and superintendent of the Sunday school for 27 years.

### LUKE RICHARDSON AND ALBERT WALKER, THE LOGGERS

Richardson and Walker ran logs of their own on Pearl River. They had ox teams of their own, employed men to fell the timber and to haul it to the river, after which they employed men to help run the logs to the mills at Gainesville, Logtown, and Pearlington, where they sold them to the lumbermen. Richardson and Walker carried on a lucrative business in timber-getting when cypress and yellow pine were plentiful on Pearl River. Richardson owned a sawmill on the river in Marion County. He lived about four miles above Pearlington on Bogue Houma Ridge, while Walker lived at Sun Post-Office, Washington Parish, La. Richardson got his logs on Pearl River in the State of Mississippi, and Walker his on Bogue Chitto River, in Louisiana, a tributary of Pearl River; but both reached the same point in selling at the mills.

### AARON DORSEY'S THRIFT

Aaron Dorsey first lived on Mill Creek. He came to Pearl River about 25 years ago and bought a 20-acre piece of land midway between Pearlington and Logtown. He cleared away enough land to make a nice little farm and gradually cut away the rest into logs, wood, and burned charcoal and

sold them for a livelihood. He built a good house on his farm and he had a mule team that he used for general hauling in the towns and vicinity. Before he came to Pearl River, he ran logs, chopped wood, and burned charcoal on Jordan River. He built the barge Jennie Dorsey (named after his daughter) on Jordan River, and ran her in lumber, wood and charcoal to New Orleans. He also carried a good bank account.

### WILLIAM WINSTON'S PUMP

While William Winston was a contracting stevedore for the Poitevent & Favre Lumber Company for many years, loading lumber on their deep water vessels on Pearl River and the Mississippi Sound, bound for foreign ports, he also had another occupation which deserves much credit. For many years the water supply at Pearlington and within a radius of five miles was obtained from what was known as the creole cistern. The creole cistern differed from a well. It was a hole dug in the ground about 5 or 6 feet deep and from 6 to 8 feet square, built of cypress lumber and curbed watertight, bottom and sides, with a cover over it. It was supplied with rain water from the roof of the house by means of gutters placed under the eaves and extending to the cistern. In the fall of the year, which was the dry season there, and especially in the month of September, the water in these cisterns would become low and stagnant, and infested with wiggletails and red bugs, unless a turtle or two were kept in the cistern to destroy them. To swallow one of these aquatic insects would be nauseating. When the turtle was not used the water had to be strained before you could drink it. It was not straining at a gnat, and swallowing a camel, but straining at wiggle tails and red bugs and swallowing a lot of chills and fever, which sometimes resulted in death. Well water could be had at 10 or 12 feet depth, but this was mere surface water and was not fit to drink. At this season the water in the river was salt.

Therefore, William Winston, a colored man who did not know his letters, thought to drive a pump and go deeper and get better water, and he succeeded. Winston began driving his pumps nearly a half century ago, and probably drove a thousand at Pearlington and within a radius of five miles. Practically every home now has a pump. The creole cistern has been discarded and become obsolete. Before this nearly every home in the fall of the year would have a case of chills and fever. Now the malaria in a great measure has been eradicated.

Had William Winston lived in the days of Jacob, when a well digger was considered great, doubtless his portrait would have been placed in the hall of fame and his name enrolled among the great men of that day. But a man must do something extraordinary in this modern age to be called great. However, Winston has passed on, but he has left his footprints on the sands of time.

### CO-PARTNERSHIP OF DR. GEO. C. MCGOWAN AND HIRAM C. PRINGLE

Dr. McGowan and Pringle, both living at Pearlington, but carried on a hardwood business at Hub, Miss. Dr. McGowan put up the money to start the business and Pringle ran the business, the profits being divided equally. Pringle employed hands to help him chop the wood and load it on railroad cars,

after which it was shipped to New Orleans for market. They ran this business for sometime, or probably until the hardwood played out near the river in that section.

Dr. McGowan would not hesitate to indorse a note for a colored man of business integrity to get a loan from the bank. He was the leading physician for the colored fraternal orders at Pearlington and Logtown. When he died in 1918, the colored people mourned his death just like the white people.

This co-partnership demonstrates the fact that when a colored man is trustworthy and prepared, all barriers to his progress will be removed.

### COURTNEY YOUNG'S SHINGLES

Courtney Young lived at Gainesville. When cypress was plentiful on Pearl River, he made shingles on the river and sold them from Gainesville to Pearlington, delivering them in a flatboat at any convenient landing where ordered. He made the best shingles on the river. His shingles would compare favorably with any shingles made on Amite or Blind Rivers, and shipped into New Orleans for market. A house covered with Young's shingles, if put on with care, would make a good roof for 35 years. Since corrugated iron and tin have been used for fire-proof roofing, the use of shingles has almost been discontinued. However, Young's shingles have supplied an absolute need in his day.

### IMPROVEMENT ASSOCIATION

In the early 'seventies, under the leadership of the Rev. Taylor Fryerson, the colored people at Gainesville organized what was known as the Improvement Association. Each member was required to pay so much into the association until they had raised enough money to buy a tract of land, after which the land was divided among them and they built up homes and farms on this wise. They also had a grocery store and sold goods at a reasonable price. Richard G. Burrell was the chief clerk and general manager.

### AUTHOR ACKER, THE BUILDER AND MERCHANT

Author Acker was born and brought up at Gainesville. He received his education from the public school of that place. He is both a house and a ship carpenter. He built and repaired several houses around Pearlington and Gainesville. He also built a little schooner at Gainesville, which he owned, and ran in lumber and wood from Gainesville to New Orleans, and in freight from New Orleans to Gainesville.

Acker carried on a mercantile business at Gainesville with much success. It can be said of him as a young man, he never was too busy to fill his place in the First Baptist Church at Gainesville, both as clerk and superintendent of the Sunday school.

### THE ISADORE SETTLEMENT

The Isadore Settlement is about five miles above Gainesville on the public road leading to Columbia and Jackson. Zedo Isadore entered this tract of land shortly after the Civil War. It contains 88 acres. It was well timbered and fine for farming. Isadore was a farmer. He raised cattle, sheep, and goats; he also had a few head of horses. He died in 1876. His sons, Octave Isadore, Moses Isadore, Vallory Isadore, John Isadore, and Victor

Isadore, heirs of his estate, did likewise. Besides, they sold logs, wood and charcoal, and shipped by railroad to New Orleans for market. Victor Isadore, the youngest son, had a half interest in a sawmill near Picayune. In this settlement they had a building of their own that they used for a church and school house, but no pastor. They were all Baptists and had their membership in the First Baptist Church at Gainesville. The little church in the settlement was only for week-day meetings, or when the weather was too bad to go to Gainesville. Any preacher passing through the settlement who wanted to preach, they would gladly listen to and give him a collection. This tract of land has been sold and Isadore's children have passed away, but some of his grandchildren and great-children are living at Nezan Landing, about two miles above Logtown. The Rev. James Norman, pastor of the First Baptist Church at Gainesville, married Mary Isadore, the daughter of Moses Isadore, and the granddaughter of Zedo Isadore, the progenitor of the settlement.

## EDUCATIONAL PROGRESS

In 1868, Major Samuel White gave the colored people at Pearlington lot No. 2 in square 22, to build a church and a school house on. With grateful hearts the colored citizens received the land and built the house and organized the First Baptist Church, under the leadership of the Rev. Charles Chase (died in 1891), who became its first pastor.

This building was used for a number of years as a church and school house, or until the Baptists under the pastorate of the Rev. Taylor Fryerson bought lot No. 1, an adjoining lot on the corner, and built a new and larger church, to which the members repaired and worshipped. The old building was then used exclusively for school purposes until torn down in 1916, when a better and larger school house was built on another site.

Major White gave a square of land to the white and colored citizens of Pearlington for a cemetery, where both races have been buried without any friction. He owned nearly all of the vacant lands in and within a radius of three miles of Pearlington, and sold comparatively cheap and on reasonable terms, receiving as low as $5.00 a month on payments. This system enabled the colored people to secure land and build up homes. It is significant to note that his sons, after his decease, namely, Darrington and Albert White, followed his footsteps until they sold out all of the estate.

The colored people have always been anxious to educate, even in slave time when they were prohibited by law. Even in those dark days many of them secretly learned how to read and write. And since emancipation they have crowded the school-rooms to overflowing wherever an opportunity presented itself, and especially in the towns on Pearl River.

Men like Alexander Peterson, Samuel D. Snell, George Burton, James Thomas, George Thomas, James Burton, Olando Walker, William Winston, and others, in the early days at Pearlington, were outstanding characters in the interest of education. These men served as trustees and organized school boards to raise salaries for teachers and to foster education generally in the community.

Before the community developed its own teachers, nearly all of the teachers came from New Orleans. Among some of them were Rosa Humphrey,

Prof. J. R. S. Hollowell, Alice Thomas, Josephine Richards, Henrietta Benedict, Hester Berhell, Prof. Esau Joseph, Prof. James A. Burns, and others. Others came from various parts of the State of Mississippi, viz., the Rev. Wallace P. Locker, William Wilchir, Willie Howard, Professors G. W. Brown, H. C. West, Henry C. Andrews, his wife, Alva C. Andrews, and others. Some of the products of Pearl River were the Rev. Taylor Fryerson, his wife, Mary J. Fryerson, who both taught at Gainesville and Pearlington; Samuel D. Snell and Virginia Peterson taught at Pearlington, Eliza Hicks, at Logtown, Etienne W. Maxson at Pearlington, Logtown, Gainesville and Kiln; Hattie White, Mary Slacomb, Geo. Wingate, Hulda L. Peterson, Alice Petres, Rosetta Hall, Ruth Bowen, and Thelma Peters, all taught at Pearlington. Edward W. Rouse taught at Logtown, Mary Fryerson at Gainesville, Clorinda Isadore at Gainesville and the Proctor Settlement, Mabel Carmichael and Alma Given at the Point. The rural public schools of Hancock County will compare favorably with any of the rural schools in the state. The superintendents visit the schools, and the parents and teachers must see to it that the pupils attend school regularly or give lawful excuses for not attending.

No race can develop without education, and no nation can permanently succeed without the education of the masses. Daniel Webster said, "Educate your children and the country is safe" and President McKinley said. "Out of the school house come good citizens, and it is upon good citizenship that we must rely both for the future good and glory of the republic." If what these great men have said about education is true, then the United States Government should not hesitate to make education compulsory, and to appropriate enough money to wipe out illiteracy in this country.

It is true that the United States of America has made greater progress since the emancipation of the slaves than they did from colonial times up to that great event, but if this country had spent more money to educate the colored people and the illiterate white people also, it would not have to deal with such a lawless class of people as we have today. The Greeks and the Romans thought to educate the rich and keep the poor illiterate was the best way to rule them, but they utterly failed. We can only trace these powerful nations of antiquity now on the pages of history and by their ruins and excavated cities.

Had the Blair Educational Bill become a law, which involved $70,000,000 for education, that passed the United States Senate in the early nineties. but was killed in the House, it would have in a great measure eliminated the illiteracy of the South and brought about a better feeling between the races. However, the United States has learned a lesson from Germany and the World War, and even the South is doing more now to educate the Negro. When we began to think that the illiteracy of Germany is less than one to the thousand, we can better understand why that country, which had an area in square miles even before the World War much less than the State of Texas, and a population including her colonies about two-thirds of the United States, could carry on her great war practically against the world for four long years before she called for an armistice which ended the worst war the world has ever known. Germany has demonstrated to the world the fact that an educated citizenship is much easier to rule than an illiterate one; that a well trained army will keep up a better morale than one

that is not so well trained in discipline and tactics; that the educated man has the advantage of knowing the law, and the sense of intellectual pride will induce him to respect it.

The average daily attendance in the United States public schools was determined by the Census of 1919 at 2,940,540, with a total current expense of $222,157,892, or an average annual cost per pupil of $75.55. The Census also showed that of 15,306,793 children between the ages of seven and thirteen, 13,869,010 attended school; 3,907,710 between fourteen and fifteen, 3,134,129 attended; of 3,828,131 between sixteen and seventeen, 1,644,061 attended and of 5,522,082 between eighteen and twenty, 214,651 attended school. As to the illiteracy in the forty-eight states and the District of Columbia, containing 82,739,815 persons of ten years of age and over, only 4,931,905 were illiterate, including 1,242,572 native whites, 1,763,740 foreign born whites, and 1,842,161 Negroes.

The number of institutions for the higher education of the Negro more than doubled, and enrollments increased sixfold in the decade from 1917 to 1927. Of these 77 offered college work in 1927 to 13,680 students. Their annual income was $8,560,000, and the value of the plant was $38,680,000, and the productive endowment totalled $20,713,000. There are approximately 46,950 Negro teachers in the elementary and high schools, and 1,050 in institutions of higher learning. There are 22 publicly supported institutions, under State government and control, made up of land-grant college under independent control, privately supported; 31 universities and colleges, privately supported, owned and controlled by Northern white church boards; and 17 privately supported, owned and controlled by Negro church organizations. There were 3,114,750 colored children from 5 to 17 years of age, inclusive in the sixteen States south of the Mason and Dixon line in 1926, of which 2,141,206 were enrolled in the elementary and secondary schools, and 45,666 colored teachers there. Of the population of 10 years of age and over, the percentage of illiteracy shown by the Census of 1920 was 5.9% (7.7% in 1910) of this native whites, 2 per cent were illiterate; of the foreign born, 13.1 per cent; of the Negro, 22.9 per cent. Attending school were 90.6 per cent of those between 7 and 13 years of age, 79.9 per cent of those of 14 and 15, 42.9 per cent of those 16 and 17, and 14.8 per cent of those 18 to 20. The percentage of decrease in illiteracy in the United States from 1900 to 1910 was 27.74 per cent, and from 1910 to 1920 it was 32.04 per cent.

At the present rate that illiteracy is being decreased in the United States, within a few decades it will be entirely obliterated. May God hasten the time when this impediment to human progress shall cease to exist. The foregoing statistics give the educational progress of the colored people throughout the United States, which includes the towns in question on Pearl River.

"Learning is wealth to the poor, an honor to the rich, an aid to the young, and a support and comfort to the aged." "He is a learned man that understands one subject, a very learned man that understands two." "A man cannot leave a better legacy to the world than a well-educated family."

### GRADUATES AT PEARLINGTON

Mary Fryerson, Harriet Elizabeth Maxson, Octavia Adams, Leland Uni-

versity, New Orleans, respectively; Felton Winston, Eckstein Norton University, Cane Spring, Ky.; Matthew M. Winston, Southern University, New Orleans; George Peterson, Meharry Medical College, Nashville, Tenn.; Mabel Carmichael, Tuskegee Normal and Industrial Institute, Tuskegee, Ala.; and Alonzo Carmichael, Jr., Francis Junior High School, Washington, D. C.

## MARTIN PROCTOR'S CONTRIBUTION TO EDUCATION

This book would be incomplete if the writer failed to say something praiseworthy of Martin Proctor, who was better known to the young people as Uncle Mart. Uncle Mart was a bachelor of advanced years. His occupation chiefly was firing and wood-chopping. In speaking of his age he would often say he had been here ever since the stars fell (fallen meteors 1833). This was regarded as a remarkable incident in his life.

The public school at Pearlington having closed on Friday and the private school expected to open on the following Monday, Uncle Mart was chopping wood very early on Monday morning near the writer's home when his mother sent him out to get a sack of chips from the wood that Uncle Mart was chopping. Upon reaching the spot, Uncle Mart questioned the writer to know whether or not he was going to pay school that morning. With a quick but sad response the writer said, "No, sir," that his father was sick and had not been able to work for sometime, and that his mother had said they would not be able to send him this term. Upon this statement, Uncle Mart said, "Go home and tell your mother to send you to school this morning and I will pay for you and buy your books." With a smile of gratitude and a word of thanks and in post-haste the writer gathered up the chips and returned to the house and broke the glad news to his mother. And when the bell rang for school he was there to enter his class.

It is gratifying to state that Uncle Mart paid for the writer's tuition and bought his books for several years, even up to his accidental death. Uncle Mart was watching the dredge boat that was digging the log canal opposite Pearlington for the Poitevent & Favre Lumber Co., during the Christmas holidays of 1879, on a very cold night. Sitting near the furnace he probably went to sleep and fell against the fire doors and burned himself so badly that he died within a few days. Alas, for poor Uncle Mart! Peace be to his ashes.

## BUSINESS PROGRESS

Matilda Burton and her husband, James Burton, were the first colored persons to start a business at Pearlington. They kept a boarding house, and in the summer sold soft drinks, ice cream, cake, watermelons and fruit. Matilda Burton bought up some fine property at Pearlington and rented several houses. She was the only colored person that owned a two-story house in the town.

Emma Davis was the first colored person to run a mercantile business at this place. She sold groceries, dry goods and soft drinks. And when she advanced in years, she confined her business exclusively to millinery. She owned a good deal of real estate and rented houses. She also owned a half interest in the schooner Mamie A. D., with Captain Anatole McKan, which she sold to Malinda McKan, Captain McKan's wife. Emma Davis and Mary

Ann Brown were the oldest persons at Pearlington. They both died not far apart at the ages of 93 years.

Moses N. Peters came next in the mercantile business. He owned some fine property. Daniels Brothers and Company ran a grocery business. This company was composed of Wiley Daniels, Michael Daniels and Alonzo Carmichael. They rented from Captain Moses Peters, and at this same spot a certain man from Hattiesburg sold bicycles and carried on a profitable business.

Joseph Graves and William Singleton ran a butcher business. Graves ran an oyster business also, and Captain John Hardy ran the sloop Nellie for Graves and brought the oysters from the reef.

Carson Ford ran a good business as a butcher both at Pearlington and at Kiln. Captain Paul Barbino ran oysters with his sloop Ranger and sold them on his boat, where he made his home. He was the oldest oysterman on the river. But, alas for Captain Barbino, he and his sloop were lost in Lake Borgne, in the great storm of October, 1893. Captain John Douglass with his sloop Malissa helped to supply the town with oysters. He sold oysters from his boat, where he made his home until he married.

Emerline Davidson sold ice, ice cream, cake and fruit on her premises. Della F. Maxson carried on a splendid business on this corner, selling soft drinks, ice cream, cake and bananas. She gave a business impetus to this site, which was afterward called a lucky place for business. Malinda McKan succeeded her on this corner and excelled all in selling soft drinks, ice, ice cream, cake, fruit and watermelons. She made enough money to buy out Emma Davis's half interest in the Schooner Mamie A. D., and built one or two houses. Georgia Cloud bought out this property, lived there, sold ice cream and fruit until the business of the town went down. Mamie J. Peters sold ice cream and cake on her premises, which she sometimes rented out for business. James A. Allen, Jerry Stanley, Webster Clark, and John Richardson were in the saloon business on Pearl River in Saint Tammany Parish, La., opposite Pearlington. The three former did not stay in the business long. Allen moved to Hattiesburg, Miss., and there organized the Order of Gideons, and was president of the institution for a number of years, or until the fraternity discontinued operation in the State. He set up a branch at Pearlington, that worked very well. He is now in Chicago, in the real estate business. Stanley returned to his barber shop and Clark left the State. Richardson, the latter, continued his business until he made a good deal of money and bought up a lot of property. He owned and rented more houses than any colored man at Pearlington. He first owned a half interest in the schooner Minnie Otis, with Lewis Slade, then he owned the schooners Geo. W. Lester, Leta, and Geo. W. Rhode. Richardson at one time was worth more personal property and real estate than any colored man in Hancock County.

Albert Vaultz, in business by himself, and Fred Richardson, with his wife, Millie Richardson, were all three in the lunch-room business. They were splendid cooks and supplied many in the town with food, both white and colored people, and nearly all of the transient people, especially drummers.

As stated in a previous chapter, Captain Willis Vaughn and Henry Willis

were the first colored men to own a vessel on Pearl River; they owned the barge Vina. Captain Anatole McKan came next with the schooner Modeste. He and his two sons, Stanford and Nicholas McKan ran this schooner. It was equal of any sailors on the lakes. Captain McKan and his wife, Malinda McKan, owned the schooners Mamie A. D., Daisy Woods, and Lena M. H. These schooners ran chiefly in rosin, turpentine and freight. Captain Stanford McKan bought the schooner Mamie A. D., from his father, and owned the schooners Ella K., and J. W. Bryant also.

Captain Lewis Slade and John Richardson first owned the schooner Minnie Otis. Captain Slade next bought the schooner Hortense from Albert White and Andrew Little. For his stock in the East Louisiana Railroad when that road was sold, the Poitevent & Favre Lumber Company gave him the schooner Alice McGuigin in payment for his share, after which he bought the schooner Ella C. Andrews from the same company. Captain Slade owned some valuable real estate at Pearlington, Pass Christian and New Orleans. His worth chiefly consists in personal property, and he probably carries the best bank account of any colored man in Hancock County.

Captain Eli Peters owned more schooners than any colored man on Pearl River. He owned the schooners Daisy Woods, Geo. W. Lester, Victoria, Calla, Angeline and C. A. Fish. Captain Matthew Mundy bought the schooner Victoria from Captain Peters. Captain Jerry Mundy owned a little barge that he ran in wood from West Pearl River.

## FRATERNAL ORDERS

The Union Light was the first fraternal order organized at Pearlington. This society owned a hall at the Mile Branch and a tract of land known as Red Oak corner, about four miles from Pearlington on the Devil Swamp. The Sons of Solomon and Daughters of Moses were next. These societies were short-lived, but while they did live they did a lot of good. Next came Corinthian Lodge No. 144, the banner lodge of South Mississippi. The orders of Tabernacle, Court Patrons of Husbandry Temple No. 5, Odd Fellows, Knights of Pythias, and True Reformers, and Helping Hand followed respectively.

Nearly all of these orders owned their halls and took care of the sick and buried the dead in a commendable way. The ruling spirit from time to time in these splendid institutions were Alexander Peterson and George Thomas in the Union Light Association; Richard G. Burrell, Aaron Smith, Albert Harris, Etienne W. Maxson, Joseph Winston, and Malachi Cade, in the Masons, Corinthian Lodge No. 144, respectively; Wiley Daniels in the Odd Fellows and True Reformers; William Howard, in the Order of Tabernacle; Etienne W. Maxson, Richard Knox and Moses N. Peters in Love and Union Temple No. 5, Court Patrons of Husbandry; William McGee, in the Sailors Benevolent Society; and William Mitchell, in the Helping Hand.

There were also branches of these orders represented by the women, namely, the Eastern Star, Aline Winston, Worthy Matron; Household of Ruth, Eliza Rogers, Past Most Noble Governess; Nenia Royal, Most Noble Governess. Ida Young, Adaline Limier and Emily R. Jordan, in the Court of Calanthe.

Frances L. Knox was the first General Degree Commissioner of the Court Patrons of Husbandry, domiciled at New Orleans, from the State of Missis-

sippi. She held this office two or three terms. Elnora Holmes was next, and Mamie J. Peters was the last up to 1917, when this office was discontinued.

## POLITICAL PROGRESS

Judge Joseph Graves was the first colored man to hold a political office on Pearl River. He was first appointed Harbor Master at Ship Island, Miss., during Reconstruction days. He was the first colored postmaster at Pearlington, and served alternately under Presidents Arthur and Benjamin Harrison. He was justice of the peace for the First Supervisor's District of Hancock County, a number of years, and he filled these offices with credit to himself and to the community in which he lived.

Edward W. Rouse was appointed postmaster at Logtown, under President Harrison. Failing to give the bond he did not serve.

Etienne William Maxson was first appointed Deputy Collector of Internal Revenue at New Orleans, by Col. H. C. Powers, Collector of Internal Revenue under the Sugar Bounty Act of 1891 and 1892, and weighed sugar for the United States Government in Saint John the Baptist Parish, at Terre Haute, Reserve, Cornland and Ora Brothers plantations. He was next appointed Commissioner of Election of Hancock County, and State of Mississippi, by Governor John M. Stone, and served from August, 1892, to August, 1894, inclusive. For his services rendered as Manager and Commissioner of Elections representing the Republican Party, and in county and State conventions, as a delegate, he was appointed postmaster at Pearlington, Miss., December 6, 1898, and served from January 3, 1899, to May 31, 1916, inclusive. He served longer than any postmaster on Pearl River, covering a period of seventeen years and five months.

During his tenure of office he improved the postal service on that steamboat route. From two mails a day he improved the service to four mails a day. In a short while he fitted out his office with lock and call boxes, and the business of the office was increased so that the gross receipts exceeded that of any other predecessor. The New Orleans *Item* said that he delivered the smallest letter that ever passed through the mails. This letter was smaller than a two cent stamp. It was just the length of a two cent stamp, but not as wide. The stamp covered the face of the letter and lapped over on the back, which contained the address. This diminutive letter was addressed to Mrs. Angie Tartavoulle, and was specially delivered by Matthew Winston, the assistant postmaster. It is gratifying to note that all of the sureties on his official bond from time to time were colored men and women, until the United States Government passed a law permitting surety companies to stand postmasters' bond, then he used a surety company in Baltimore, Md. The assistant postmasters in this office serving in successive order were as follows: Eucharist Thompson, Matthew Winston, Rosa May Jordan, Ruby Baxter, Harriet Elizabeth Maxson, Albertine Alexander, and Eucharist Peters. Oliver C. Maxson was the special delivery and newspaper boy. While Pearlington was not a letter-carrier office yet, there was a mail carrier in the person of Henry Holmes, a colored man, who was employed by the business men and private citizens of the place. These business men and private citizens filed orders with the postmaster giving Holmes power to receive any valuable mail for them, such as registered letters, and even to cash money orders.

Although Henry Holmes could not read or write, he rarely made a mistake in his delivery. He was strictly honest and trustworthy.

Maxson was removed from office under President Wilson's Administration in 1916, and was re-employed by the same administration in 1917 as a war worker in the Air Service Bureau of the War Department, at Washington, D.C. When the War Department at the close of the World War reduced its force, Maxson was transferred to the Department of Agriculture, where he is now employed. Maxson was appointed Census Enumerator for the District of Columbia, December, 1919, by Hon. Robert A. Mattingly (now Judge Mattingly), Supervisor of the Census for the District of Columbia. And he took the census in Ward 4, Enumerator District 77, Washington, D.C., from January 2 to 18, 1920, inclusive. This was done on his annual leave from his regular job, from which he received double pay. He has served alternately under eight Presidents, viz, Presidents Benjamin Harrison, McKinley, Roosevelt, Taft, Wilson, Harding, Coolidge, and Hoover, covering a period of nearly thirty years.

James Thomas, Fred Richardson, Jacob Holmes, and Tony Kelker served respectively as constables at Pearlington. Richard G. Burrell, as constable at Gainesville, and Commissioner of Election of Hancock County. James Thomas, the first colored constable at Pearlington, and in Beat No. 1, Hancock County, unfortunately lost his sight and had to resign, after which he and his wife, Nancy Thomas, became regular pensioners of Captain John Poitevent. This pension was for the faithful service they rendered in Captain Poitevent's home.

Captain Poitevent said to his sons shortly before he died, "Boys, don't forget Jim and Nancy." And I am glad to say that his sons did not forget them, even unto death. Likewise the H. Weston Lumber Company pensioned David Sam when his health failed and advanced years prevented him from working.

Nicholas N. Smith, Jr., was the first colored man at Pearlington to receive an appointment to a position at Washington, D.C. He was employed in the Smithsonian Institute. Shortly before the United States entered the World War, Smith resigned, and enlisted in the United States Army. He was stationed in the State of New Mexico near the Mexican border, where he was killed by lightning in the latter part of June, 1917. His body was shipped to Pearlington and buried July 5, where he was born and brought up under good parentage.

Prof. Henry C. Andrews was next. He was employed in the Department of Justice. Alonzo Carmichael and Etienne W. Maxson followed in order in October and November, 1917.

We have had pretty fair elections in Hancock County. But I would not attempt to say that the politics of this county is a criterion for all the counties in the state. Any colored man in this county who has registered and paid his taxes in time can vote without any intimidation.

Joseph Graves ran for sheriff of Hancock County, and John L. Collins for Representative, in the early Seventies. They canvassed every polling precinct in the county, and while they were defeated in the election, I believe every vote cast for them was duly counted.

### COLORED VETERANS IN THE WORLD WAR FROM PEARLINGTON, MISS.

| | |
|---|---|
| Charles T. Cloud | Eldridge Malone |
| William A. Cloud | Oliver Cromwell Maxson |
| Sherman Gaines | Nicholas N. Smith, Jr. |
| Sherman Herger | Walter Wade |
| Albert Jordan | Berman Wiley |
| Leon Limier, Jr. | Matthew M. Winston |

All of the above named young men returned home from the war, except Sherman Herger, Nicholas N. Smith, Jr., and Berman Wiley. These young men made the supreme sacrifice for the cause of their country. It was my good fortune to listen to General Pershing on Decoration Day at Arlington Cemetery, Va., in 1920, speak of the anguish of soul that it gave him to see the flower of youth going forth to battle unprepared. Wouldn't there be a glorious time in this world when all nations and peoples could adopt the spirit of our Saviour, Who said upon a certain occasion in rebuke to two of His disciples: "For the Son of Man is not come to destroy men's lives, but to save them?" But this spirit will never be adopted until the greater portion of men, women and children can truthfully say in the language of these beautiful lines:

I have a peace: it is calm as a river,
A peace that the friends of this world never knew;
My Saviour alone is its Author and Giver,
And oh, could I know it was given to you!

### RELIGIOUS PROGRESS

The fact that the religious progress of the race is placed last in this book does not mean or even imply that religion is placed last in the life of the colored people, and especially in this case. The colored people feel that it is their first duty to serve God. And they believe also that to first seek the kingdom of God, and His righteousness, all the necessary things of this life will be added unto them. When I say there are no people under the canopy of Heaven who are more devoted to the Christian Church than the colored people, I think my statement can be truthfully corroborated. The religion of Jesus Christ was the religion of the Negro slave on Pearl River and elsewhere in the United States of America, and it is the religion of the free Negro today. And God grant that he may never relinquish his hold upon the God who set him free.

### THE REVEREND TAYLOR FRYERSON'S MINISTRY

In 1872, the Rev. Taylor Fryerson came from Mobile to Gainesville, Miss. He worked his way in helping to build the Chattanooga Railroad, running from Mobile to New Orleans along the coast of Mississippi, preaching and baptizing as he came, like John the Baptist in the Wilderness of Judea. Arriving at Gainesville, he worked in Captain Poitevent's brick-yard and saw-mill. In the meantime he preached, and when he was called to the pastorate of the First Baptist Church at Gainesville, the charge being small, he preached and taught school.

He built a new church at Gainesville and increased the membership. Later he was called to the pastorate of the First Baptist Church of Pearlington,

where he built another church and baptized many candidates. Feeling that he needed more education to carry on his great work, he requested that the two churches send him to school. They agreed and sent him to Leland University at New Orleans, where he took up a course of theology and prepared himself for the great work that lay before him. This was along in the Seventies. About 1910 or later, Dr. R. W. Perkins, the president of Leland University, conferred the degree of D.D. upon him.

He pastored at Bay Saint Louis, Pass Christian, and Handsboro, and built churches in each place and increased the membership by baptism. He built up the Baptists on the coast of Mississippi. Before he came there the Roman Catholic religion prevailed among the colored people. He was the founder of the Gulf Coast Missionary Baptist Association, which embraced the three coast counties in Mississippi, Mobile county in Alabama, and Saint Tammany Parish in Louisiana. He was also one of the founders of the National Baptist Convention. After pastoring about 27 years on the coast of Mississippi, of his own accord, he resigned his pastorship at Gainesville, Pearlington, and Handsboro. And in 1899 accepted a call to a Baptist church at Lake Charles, La., where he baptized many candidates. His church constructed of lumber was blown down by a storm. In rebuilding he erected a brick structure that would stand the storms of that windy city.

During his Christian ministry of nearly three score years in the States of Alabama, Mississippi and Louisiana, he baptized approximately 2,000 candidates. Like Dr. Booker T. Washington, he was always interested in the educational, industrial and economic uplift of his people. He was a progressive pastor, and wherever he pastored he left an impression that was inspiring and uplifting to the church and community.

When the Reverend Brother Fryerson grew feeble from age and bad health so that he could no longer officiate in his church, he retired, and his church pensioned him. Superannuated is the word generally used in his case, but I don't like that word. Doubtless he had passed his four-score years when he went to Heaven, February 2, 1929.

Servant of God, well done,
Rest from thy loved employ;
The battle fought, the victory won,
Enter thy Master's joy.

The First Baptist Church at Pearlington has had nine pastors up to date, viz., the Rev. Charles Chase, who organized the church, pastored a short while and left the State; the Rev. Samuel Walker, who pastored a few years, slightly increased the membership, resigned, and accepted a call to a Baptist church in New Orleans; the Rev. Taylor Fryerson, who built a new church, and built up the denomination, after serving about twenty-seven years, resigned of his own accord, and accepted a call to a Baptist church at Lake Charles, La.; Dr. Sol T. Clanton, who only pastored two months, from December, 1899, to January, 1900, inclusive. He was elected by more than two-thirds majority of the church, and apparently his pastorship seemed to be all right, but the minority was influenced against him and they made it so unpleasant for him that he resigned and went back to New Orleans. After tendering his resignation on Sunday night, he preached from this text found in Hebrews 13:1, "Let brotherly love continue." The church was filled to

overflowing, and if there was anyone present on that Sunday night whose heart was like adamant it would have softened; if it was like ice, it would have melted; if he felt no impression from the parting words that fell from his lips, Dr. Clayton was indeed a noble man, and a preacher of no mean ability.

The Rev. Samuel E. Piercy pastored twice, serving alternately. He was first called in the spring of 1900 and served until 1904, inclusive, and of his own accord he resigned and accepted a call to a Baptist church in Los Angeles, Calif. During this four years' stay at Pearlington he enlarged the church, increased the membership, and established a mission school. He also served as moderator of the Gulf Coast Missionary Baptist Association one or two terms, and helped to build a school at Gulfport, Miss., which was supported by the association. In his second call about 1911, he revived the church and paid off a debt that was made by a former pastor. During the interval from his first call to the second the church had two pastors, the Rev. M. L. Pierce and the Rev. E. B.Young.

The Rev. M. L. Pierce served from 1905 to 1906, and resigned. During his administration he baptized one candidate, received a few backsliders, and officiated at one marriage. On June 25, 1906, the church steeple was struck by lightning. The church being insured, the damage was repaired immediately. Under the Rev. Taylor Fryerson the church had lightning rods. When they rusted out he said, if the Lord wanted to tear down His church, let Him do it. So he would not replace them. The result was that the lightning tore down the steeple.

The Rev. Edmund B. Young began his pastorship about 1907, and served until 1911, and resigned. He baptized quite a number of candidates and took in a lot of backsliders. In the meantime he was pastor of a Baptist church at Biloxi, Miss., his home town, and ran a Baptist newspaper there also. He was an able minister of the Gospel, fully able to defend the doctrine of tht Baptist church anywhere. In my opinion he could excel any colored preacher preaching a funeral sermon I ever heard. He was moderator of the Gulf Coast Missionary Baptist Association for several years.

The Rev. William Carter, the son of the Rev. Tyler Carter, pastored twice, serving alternately, beginning his first administration about 1913, following immediately after the Rev. S. E. Piercy's second term. He became pastor at a time when business was dull and a greater portion of the members moving away. He has baptized many candidates, took in a lot of backsliders, and made some good repairs on the church. Under the circumstances, he has done well. He was followed by the Rev. H. H. Lowe, in 1918, who pastored until 1919 or 1920, and resigned owing to the depression of business and the small membership. Meanwhile, he was pastoring the First Baptist Church at Bay Saint Louis, Miss., where he lived. In giving up the church at Pearlington, he accepted a call to a Baptist church at Pass Christian, Miss. While at Pearlington he baptized a few candidates and took in a few backsliders. Dr. Lowe was a splendid man, and a good preacher.

The Rev. William Carter began his second work in the First Baptist Church at Pearlington, about 1919 or 1920, and is still pastor. In 1928, the church celebrated its sixtieth anniversary and raised enough money to pay off her debts. In the meantime, the Rev. Brother Carter pastored a Baptist

church at Mandeville, La. He served as secretary of the Gulf Coast Missionary Baptist Association at the same time two years or more. He is a man of education, and an impressive preacher.

In 1870, Holmes Chapel M. E. Church was organized at Pearlington, Miss. The members first worshipped in a rented house, but in a short while they built a church. Rosa McKan and Isabella Gilbert raised the first hundred dollars on the new church, and more money on the furniture when the church was finished. For the faithful work of these two sisters the brethren promised to have their names engraved on the corner stone, but by some means or other this was overlooked in the premises, possibly not intentionally. This church at one time was the leading Methodist church on the coast of Mississippi. It has a great history in the uplift of the Negro both in religion and education. Some of the ablest preachers in the denomination have pastored this church. Men like the Reverend Dr. Clemens, the Rev. G. W. Smith, who was advanced to presiding elder or district superintendent; the Rev. Aaron Davis, who was promoted to district superintendent; the Rev. W. H. Smith, who built a new church, which was as fine as any colored Methodist church on the coast; and the Rev. Jesse Holmes, who was also a district superintendent and an excellent preacher.

April 17, 1912, the steeple of this church was also struck by lightning. This church has sent out three preachers who have pastored splendid churches, namely, the Rev. David F. Dudley, the Rev. Henry McCarty, and the Rev. James Young.

## THE MINISTRY OF THE REV. DAVID F. DUDLEY

The Rev. David Foster Dudley, the son of Peter Dudley and Millie Dudley, was born a slave at Pearlington, Miss., and served his master well for a number of years before he was set free. He began his free life under meager circumstances. The death of his father left his mother and younger sister to his exclusive care, later he took a wife and they had children. He was a hard worker, and would lay his hands to anything that would earn an honest dollar, such as chopping wood, burning coal, hauling logs, working in the sawmills, or sailing on a schooner. He became a Christian in early life and united with Holmes Chapel M. E. Church at Pearlington, where he served in nearly every capacity of the church, that fitted him for his life's work in preaching the Gospel of Jesus Christ. He was sent out from this church to preach, and he has wrought well in the great task that was set before him.

I doubt very much whether he has ever attended a regular school, but took his lessons at night and promiscuously as he could get them. Some would call him a self-made man, but I hold that there is no such a man as that. Whatever is in a man will come out whether his education is limited or consummate. Education will develop what is in the man and enable him to do his work with more ease, but after all it is the man and not his education so much that makes him do and dare.

In the early Eighties the Rev. D. F. Dudley was ordained to preach the gospel. He has pastored some of the best churches in the State of Mississippi. He pastored at Paulding, Ellisville, Hattiesburg, Pass Christian, Hub and other places. *The Southwestern Christian Advocate* of New Orleans said some years ago that he had built more Methodist churches in the State of Mississippi than any colored preacher in the denomination. This shows that

he is a live wire in the Christian ministry and a dynamo in the uplift of fallen humanity. Notwithstanding all of his handicaps he attained to that coveted office of District Superintendent, which for many years was the goal of the colored Methodist preacher.

> Honor and shame from no condition rise:
> Act well your part, there all the honor lies.

The Rev. Henry McCarty pastored at Sardis, and the Rev. James Young at Biloxi, and other places.

About 1887, the A.M.E. Church was organized and built in "The Point" by the Rev. Brother Johnson, who was its first pastor. The Rev. Silas Parker, a product of Pearl River, also pastored this splendid little church and a church at Bay Saint Louis. The public school was taught in this church for a number of years before the patrons built a school house on Bogue Houma Ridge, a few hundred yards east of the Gainesville road. Joseph Felder, David Sam, and Ed Christmas were the trustees of this school for a number of years.

In 1895, the Bogahouma Baptist Church was founded by Mary J. Fryerson, the wife of the Rev. Taylor Fryerson. It was organized for the convenience of the Baptists who moved down from Gainesville and the Isadore Settlement to work at Logtown when business was discontinued at Gainesville. The church is located on Bogue Houma Ridge and the Gainesville public road about three and a half miles above Pearlington. These churches have stood for much in this community in the saving of men and women and in an educational and social way. The most prominent pastors in the Baptist church there were the Rev. Brother Lee, the Rev. Brother Folson, and the Rev. G. W. Palmore, the present pastor.

### THE WORK AND MINISTRY OF THE REV. JOHN W. LEE

The Rev. J. W. Lee was born at Logtown, and reared under Christian influence. His parents and grandparents having been devout Christians. He received his early education from the public schools of Logtown, and in later years from Selma University, where he prepared himself educationally to preach the gospel. He began his industrial career working in the sawmills and lumber yards of the H. Weston Lumber Company at Logtown, and the Poitevent & Favre Lumber Company at Pearlington. He ran a schooner for the Poitevent & Favre Lumber Company, plying the waters of Pearl River, and the lakes and sounds along the coasts of Mississippi and Louisiana.

He was baptized in Pearl River at Pearlington by the Rev. S. E. Piercy, pastor of the First Baptist Church at Pearlington, and licensed to preach by the same church and pastor. While attending Selma University, he got his letter from the First Baptist Church at Pearlington, and united with the West Trinity Baptist Church, Selma, Ala., the Rev. L. J. Benson, pastor, and was ordained by that church and pastor, in April, 1920. And in May, 1922, was called to the pastorate of the First Baptist Church at Moss Point, Miss., where he is now pastoring. This church has about 262 members, 90 of whom he baptized, and probably received more by letter or restoration.

He was moderator of the Gulf Coast Missionary Baptist Association from June, 1923, to October, 1928, when he resigned. With the Christian influence under which the Rev. J. W. Lee was reared, the spiritual and educational

prepartion which he has made to preach the gospel of Jesus Christ, and the abundant success which has attended his way for the short time he has been in the ministry, would easily ascribe to him the name of a modern Timothy.

*"The Man Who Wins"*

The man who wins is the man who works,
Who neither labor nor trouble shirks;
Who uses his hands, his head, his eyes:
The man who wins is the man who tries.

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## CONCLUSION

The writer now comes to the end of his story, like all of us some day will come to the end of our journey. But if one has done well in the service of God and man, he may take a retrospective view of the past that will touch him to deepest and loftiest reminiscence. And as he goes on his way rejoicing, through the path of the just, which is as a shining light, he will catch a vision of the future, and of that light that shineth more and more unto the perfect day.

If righteousness exalteth a nation, it will exalt a people or a race. It will do more to make the world better than a League of Nations or a World Court; it will recognize the independence of nations and assist them to make progress; it will stop imperialism and oppression, and even war.

I would therefore implore the colored people to have faith in God, cultivate a friendly spirit with all with whom you may come in touch, educate and acquire wealth. Doubtless you will then be in a position to demand all of the civil rights you are now deprived of in the United States of America.

I would exhort the races everywhere to accept the religion of Jesus Christ, the religion that brought peace on earth, good-will toward men, the religion that makes one pure and undefiled before God, the religion that detests hypocrisy, the religion that will eliminate prejudice and race discrimination, the religion that saved our fathers, the religion that will save the races and bless humanity in this world and in the world to come, the religion that loves God supremely and your neighbor as yourself.

Faith of our fathers, living still,
In spite of dungeon, fire and sword,
O how our hearts beat high with joy,
Whene'er we hear that glorious word.

Faith of our fathers, God's great power
Shall soon all nations win for thee;
And through the truth that comes from God,
Mankind shall then be truly free.
Faith of our fathers, holy faith!
We will be true to thee till death.

# Appendix

## Bill Asks To Adjust Claims For Slaves Freed By Lincoln

*Representative Larsen of Georgia Introduces Measure in Behalf of Citizens All Over Nation*

*By the Associated Press.*

The long quiescent claims of persons whose slaves were freed by Lincoln's emancipation proclamation for property losses sustained under it might be brought before the Court of Claims under a bill introduced yesterday by Representative Larsen, Democrat, Georgia.

In introducing the measure, Larsen said that he had no monetary interest in the proposal, that his parents "never owned a slave or resided in the South until after the Civil War."

The measure would confer jurisdiction upon the court to pass upon the claims.

Under it American citizens who were owners of slaves would be required to present proof of the value of their slaves "without reference to loyalty during the war period from 1861 to 1865, or prior or subsequent thereto."

In a formal statement, the Georgian said passage of the measure would "only do justice to a class of citizens now residing in every State of the Nation whose rights have already been too long delayed."

Decisions of the courts, both State and Federal, can be cited wherein slaves were held to be property, and while Mr. Lincoln undoubtedly had the right to deprive the citizen of such property upon the grounds of military expedlency or necessity, still there is no reason why a person thus deprived of property should not be compensated for it," Larsen said.

"Many of those who were thus deprived of property were either women and children, or persons decrepit from age, or temporarily residing in foreign countries who never raised a hand or uttered an unkind word against the Federal Government during this dreadful war. And, again, many who did fight against the Nation were forced to do so.

"The Constitution provides that no person shall be deprived of property without due process of law, nor private property taken for public use without just compensation. My sole purpose in seeking legislation is to obtain that legal adjustment of rights for American citizens which we do not deny to citizens of foreign countries, even though alien enemies."

To the Editor of the Tribune, Sir:

*A Bill to Pay Ex-Slave Holders*

The recent bill introduced in the House by the Honorable Representative from Georgia, asking the Congress to adjust the claims for the slaves freed by Abraham Lincoln, is nothing new in the history of this country. But it seems absurd at this late date to attempt to revive a dead issue. The ex-slave or his children would have no objection to this bill if the Representative had been kind enough to provide for the ex-slave's services rendered to his

master. The Negro served his master nearly two and a half centuries for nothing. It was you work and I eat, you toil and I will enjoy the fruits of it. We hold that the Negro's services was worth as much to himself as it was to his master, because he made his master rich with his unrequited toil. And if the United States Government has a right to pay the ex-slave holder or his children for more than four million slaves who were set free by the Emancipation Proclamation, January 1, 1863, it has as much right to pay the ex-slave or his children for his services rendered to his master. Slavery has always been wrong and an oppression of the strong over the weak, which is forbidden by Holy writ.

It is true that the Bible has laws governing slavery, because slavery was in existence when the Bible was written and for many centuries before it was written. But there is not a single line in the Bible that favors it. Slavery was wrong when the first slaves landed at Jamestown, Va., in 1620. It was wrong when the Declaration of Independence was written by Thomas Jefferson and signed by the other distinguished sons of colonial times who wisely thought to arrest the spread of it and place it where the public mind would believe it to be in the course of ultimate extinction.

Slavery had made such an inroad into the colonies that it was like a chronic disease, hard to eradicate. But these distinguished sons in laying a firm foundation for the General Government placed these words in that immortal document which served in a great measure to eliminate slavery: We hold these truths to be self-evident, that all men are created equal; that they are endowed by their Creator with certain inalienable rights; that among these, are life, liberty and the pursuit of happiness. President Lincoln not only had a military right but a divine right to abolish slavery. If this bill is to become a law and the ex-slave holder or his children are to receive full payment for their slaves, it will virtually say to the pro-slavery advocate and the slave holder that slavery and secession were right, that the results of the Civil War and the Reconstruction of the General Government under a far better system of politics, were an injustice to the South.

E. W. MAXSON
615 P Street, Northwest
Washington, D.C.

July 7, 1930

## THE REACTION THAT FOLLOWS WHEN LAWS ARE NOT ENFORCED

To the Editor of the Post, Sir:

It has been nearly two decades since the first Anti-lynching bill passed the House and was killed in the Senate. And it seems as though the bill that is now pending before the Senate will meet the same fate. This bill seems to be obnoxious to some southern gentlemen because there is a Negro in the wood pile. They would enter a protest and vote against this bill as a subterfuge on the ground that it interferes with States rights. But there was no cavil or long debate over the Anti-kidnapping that passed both houses of Congress about five years ago. The State of New Jersey did not think that the Congress had invaded any of her rights, or any other State in the Union. Any sane man would indorse such a law. And any unprejudiced mind

would indorse the Anti-lynching bill, because it is a menace to society and destructive to our institutions. One governor has said that it would take a standing army to enforce the anti-lynching bill in his state. This is only a scarecrow to obstruct its passage. It is true that it took an army to abolish slavery because of secession, but it has not taken a standing army to keep the Negro free. This was the greatest problem that has ever confronted the American people. When any state neglects to protect its citizens, it is the incumbent duty of the Federal Government to interfere and the Congress should pass laws and see to it that they are enforced upon all citizens alike. I have no sympathy for a man who would criminally assault a helpless woman. And any man who would commit such a heinous crime, should have the full extent of the law. But let him have a fair and impartial trial before a court of justice. Do not expiate crime with crime. When men violate the law and oppress a certain class of people with impunity because they are helpless, there is always a reaction in some way or other. This is the inevitable law of sowing bad seed. And if space would allow me I could give you some historical fact that I personally know of in this country. But let me conclude with these words to the lawless and to those who favor lynching. "Be not deceived; God is not mocked: for whatsoever a man soweth, that shall he also reap.

ETIENNE W. MAXSON
1004 Third Street, S.E.
Washington, D.C.

December 7, 1937.

## FOR AN AMENDMENT

To the Editor of the Post, Sir:

Breaking the Tradition of One Hundred and Fifty Years.

It seems to me that if the election of a President for a third term has been fraught with so much danger to the people of the United States that this so-called danger would have been removed years ago by an amendment to the Constitution. It is too late to lock the stable after the horse has gone out, but you can secure the next horse.

The precedent set by Washington and Jefferson in refusing to accept re-election at the end of two terms has thus far been effective in limiting the President's term of service to eight years. But this was only a precedent and an unwritten law, that was subject to disregard or abuse because there was no restriction.

Now since this precedent or tradition has been broken by the re-election of President Franklin D. Roosevelt by an overwhelming majority, the Congress should, as early as practicable, adopt an amendment that would put teeth in this tradition. Because there may be in the future another popular President who might rise up and the people may draft him for a third term or for an indefinite number of terms. In the next four years let us hope for the best and be ready for the worst.

A Subscriber.

ETIENNE W. MAXSON
1004 Third Street, S.E.

November 6, 1940.

## WHY ARE THERE DIFFERENT COLORS OF THE HUMAN RACE?

As the name Adam implies that he was a Red man, we gather that the orignal color of the human race was red, like the American Indian or the Chinese. According to the anthropologist, the color of the Human Race and texture of the hair, came about from climatic causes. I verily believe what the anthropologist have said about the color of the Human Race and texture of the hair, and even more.

I believe that the Lord made the black woman for the black man, the brown woman for the brown man, the red woman for the red man, the white woman for the white man, and the yellow woman for the yellow man. And if every man, as far as possible, would select his wife, according to his color and nationality, it would doubtless obliterate the hue and cry about social equality. Social equality is a personal matter, and no statutory law will ever be able to regulate it. What the Colored people need in the United States, is educational equality, industrial equality, political equality, and business equality. With these prerequisites, I believe they will almost invariably succeed, anywhere, and everywhere.

Within the next 500 hundred years, more or less, immigration, amalgamation, and miscegenation, will make such a blending of the colors of the Human Race, that the Human Race will be reduced to one color as at the beginning. The radio and television, will make one language.

When I was a school boy, China alone contained one third of the population of the globe, but now it is said she contains about one fourth. Immigration and amalgamation, probably brought this decrease. The white people contain about one ninth of the population of the globe, and the darker people about eight ninths. President Lincoln once said, He believed the Lord loved the poor people more than he did the rich, because he made more of them. So I say: I believe the Lord loved the darker people more than he did the White, because he made more of them.

ETIENNE WILLIAM MAXSON,
August 30, 1951

## WHOLESALE DIVORCES

Divorce, a legal dissolution of the marriage relation. The law regulating this subject is found in Deut. 24: 1-4. The ground of divorce is a point on which the Jewish Doctors of the period of the New Testament differed widely. The Schools of Shammai seeming to limit it to moral delinquincy in the woman, whilst that of Hillel extended it to trifling causes, that is, if the wife burnt the food she was cooking for her husband.

The Pharisees wished to embroil our Savior with these rival schools by their questions, Matt. 19: 3. The Pharisees also, came unto him, tempting him, and saying unto him; Is it lawful for a man to put away his wife for every cause? And he answered and said unto them, Have ye not read, that he which made them at the beginning made them male and female, and said, for this cause shall a man leave father and mother, and shall cleave to his wife: and they twain shall be one flesh? Wherefore, they are no more

twain, but one flesh. What therefore God has joined together, let no man put asunder. Matt. 19: 3-6.

At the beginning, it was not intended for husband and wife to separate and divorce. But the hardness of men's hearts and polygamy, brought about this breech in society, and caused divorce.

We are drifting from our moorings, annulment of marriage, and the divorce evil, have become so rampant, in the United States, that something, morally, religiously and lawfully, will have to be done to prevent the home from stranding upon the rocks. As goes the home, so goes the nation.

There are at least ten different grounds for divorce in the United States, namely, Adultery, Cruelty, Desertion, Non-Support, Alcoholism, Felony, Impotency, Pregnancy at marriage, Drug-Addiction, Fraudulent Contract, and other causes.

It would be a glorious thing, if all the Protestant Churches in the United States would stand up for the sanctity marriage, and against divorce, like the Roman Catholic Church, and the State of South Carolina. I have every reason to believe that the Congress of the United States, would pass a law against Wholesale Divorces, and make adultery the only grounds for divorce. The United States would then become a modern Eden, and I verily believe that all Christendom would follow in her steps.

The World Almanac, of 1950, gives the following statistics of marriage and divorce in the United States for 1947:

| | |
|---|---|
| Marriages | 2,000,000 |
| Divorces | 450,000 |

A divorce for every 3 or 4 marriages, this is a reflection upon a Christian nation. Righteousness exalteth a nation. But sin is a reproach to any people. Prov. 14: 34.

June 15, 1951

## SAFE FOR DEMOCRACY

Make the world safe for democracy was the slogan of the United States in the World War. The White race waged the war but it took all the races of the world to settle it. The result was that the world was not only made safe for democracy but it was made safe for the White race. The White race is still in the lead and doubtless will remain in the lead as long as they lead right. When selfishness and prejudice are removed from the hearts of men and righteousness is implanted therein, wars will cease and universal peace will prevail. When the dominant race shall be willing to apply the Golden Rule to all the races of the earth, and especially to the American Negro, who is ever loyal to this country, both in time of war and peace, I believe peace on earth, good will toward men, will be ours. When the White man can be made to believe that the Negro is his best friend in this country, he probably will be willing to give him a square deal. If the Negro helped to make the world safe for the White man, why not the White man make America safe, at least for the Negro? Make him safe with the ballot,

safe from lynching, safe before the court, that he might have a fair and impartial trial and safe from race discrimination.

E. W. MAXSON
601 P Street, Northwest
Washington, D.C.

July 11, 1923.

## CAPITAL PUNISHMENT

To the Editor of the Post, Sir:

I understand that certain distinguished lawyers, who are opposed to capital punishment, are trying to influence Congress to abolish capital punishment in the District of Columbia. If such a law is enacted by the Congress, it doubtless means that all of the States, will, in process of time, be influenced to follow in the same wake of being too lenient in cases of murder, and thus permit a saturnalia of crime to prevail throughout the United States.

There is a state of unrest in this country, probably caused by the World War. Bandits and murderers have increased, and unless the law is rigidly enforced on these outlaws, the life of a person will not be safe anywhere. A life sentence in the penitentiary does not mean anything to a man who has committed willful murder. He stands a chance of being pardoned, or escaping to commit another crime.

I favor capital punishment because the Bible favors it, which is our infallible guide. I favor it when a man is proven guilty of murder in the first degree by the mouth of credible witnesses. The same God who said, Thou shalt not kill, said also, "Whoso killeth any person, the murderer shall be put to death by the mouth of witnesses." Numbers 35:30.

I would not convict the devil on circumstantial evidence, however much I am opposed to him, and yet, Jesus Christ said, "He was a murderer from the beginning," which makes him guilty to start with. But I would give him a fair and impartial trial, and if found guilty of murder by the mouth of witnesses, I would say let him be executed according to law.

It is as absurd to say that capital punishment should be abolished because it does not prohibit murder, as it is to say that the courts should be discontinued, the judges discharged, and the licenses of lawyers cancelled because crimes and misdemeanors have always been committed, and doubtless will continue as long as the world shall stand. Let every man look out for himself as in the days when every man was a law unto himself.

If capital punishment does not prohibit murder, it certainly will reduce the number of murderers and restrain some of those who have murderous intents.

E. W. MAXSON
601 P Street, Northwest

February 3, 1926.

## THIS CONTRIBUTOR WAXES WARM ON JOHN THE BAPTIST

To the Editor:

The baptism of John, was it from heaven, or of men? Luke 20:4.

The critics and enemies of Jesus, were always trying to tempt and ensnare him with hard questions. But He knew their thoughts and how to answer them. These wise-acres were often disconcerted and put to silence by Jesus. The proper answer to this question would have condemned His enemies and exposed their hypocrisy. Therefore, they evaded a correct answer to this question, by saying: "We cannot tell." It is significant to note that, there are many agnostics along this line today. There is no command in the Old Testament for baptism of one person by another. There were dippings, washings, and sprinklings, but nothing corresponding to the New Testament baptism. John came preaching, sent by God. He brought baptism with him. His baptism was from heaven. To reject it was to reject God's command. But the substitutes for baptism today, are of men.

Shall men continue to evade the truth and to make a solemn mockery of this ordinance?

E. W. MAXSON
601 P Street, Northwest

October 29, 1928.

## ANCIENT MIRACLES CONTRACTED WITH MODERN INVENTIONS

To the Editor of the Post, Sir:

Doubtless the airplane would be as wonderful to Elisha, and the sons of the prophets as the chariot of fire that carried Elijah to heaven is to the people of today. Probably the airplane fulfills these words of the Psalmist: "If I take the wings of the morning, and dwell in the uttermost parts of the sea; Even there shall thy hand lead me, and thy right hand shall hold me."

No doubt the submarine would seem as incredible to the Ninevites, as Jonah's three days and three nights in the belly of the big fish is to some of the modernites.

Possibly the radio would be as great a mystery to John the Baptist, and the disciples, as the Voice that came from heaven when Jesus was baptized in the Jordan, transfigured on the mount, and speaking in the temple at Jerusalem, is to the people of this generation. What a wonderful piece of machinery is man! Great and marvellous are thy works, Lord God Almighty.

E. W. MAXSON
615 P Street, Northwest

November 25, 1930.

## THE SANCTITY OF MATRIMONY

To the Editor of the Post, Sir:

The sanctity of matrimony must be affirmed and divorce condemned by the Church and State if the home is to kept off the rocks. A part of the church is lax on this matter and the State is too loose. Both should conform

more strictly to the teachings of Jesus Christ, who said: What therefore God hath joined together, let not man put asunder."

Birth control, trial marriage and divorce were scathingly condemned a few days ago in an encyclical of Pope Pius XI reaffirming the Catholic doctrine of the sanctity of matrimony. This encyclical should be read by at least every christian in America, and then compare what His Holiness has said by what Jesus Christ has taught respecting marriage and divorce.

Unless the Protestant Churches unite on the sanctity of matrimony and condemn divorce, it will only be a question of time when the Roman Catholic Church shall prevail over all of them on this great question of the day. If a part of the Church is lax on the sanctity of matrimony and indifferent in condemning divorce, how shall we expect the State to act otherwise?

E. W. MAXSON
615 P Street, Northwest

January 14, 1931.

## SHARE-THE-WEALTH PROPAGANDA

To the Editor of the Post, Sir:

For the rich to tamely surrender their wealth over for redistribution to the poor, by per capita or otherwise, would indeed be a remarkable thing. Something unprecedented in the annals of time. Something that I doubt will ever materialize.

But for the rich to do business with their money, and give employment to the poor, together with a living wage, to do deeds of charity, and philantropy for worthy causes, such as education and religion, would share the wealth of the rich in a great measure, and receive divine sanction.

If the rich should dole out their wealth to the poor, in less than a year they would have it all back again. Then why dream of such a delusive phantom or economic utopia? God is the author of riches and he gives men power to get wealth. It seems as though it was divinely intended for some to be rich and some to be poor. If all were rich there would be none to work, if all were poor there would be none to help the other. Therefore God has fixed the matter and we have no discretion in the premises. "The rich and poor meet together, the Lord is the maker of them all." "For the poor shall never cease out of the land." And words of Jesus Christ, "For ye have the poor with you always, and whensoever ye will ye may do them good." And in the beginning we have the divine injunction: In the sweat of thy face shalt thou eat bread.

This injunction means that all must work who are able to work, the rich as well as the poor. An honest and industrious man would not expect the rich man to dole out his money to him, but would rather work for his living. A dole would only gratify the sluggard. But the sluggard is commanded to go to the ant, and consider her ways, and be wise; and not to the rich.

The-Share-the-Wealth-Propaganda, might be a good hobby for some can-

didate to ride into office, but the poor will still be on the outside waiting for the rich to share his wealth with him.

ETIENNE W. MAXSON
Washington, D.C.

May 6, 1935.

## MR. CHARLES RUSS AND HIS BUSINESS

Mr. Russ, has established a ground saw-mill on the same ground where the Poitevent and Favre Lumber Company had their big saw-mill. He seems to be doing a good business. Employing quite a number of White and Colored hands to help him run the business. He obtains the most of his timber from the bottom of Pearl River, and its tributaries. Logs that have been on the bottom of these waters over a hundred years, are dragged for and raised to the surface of the water by expert men with flat boats, and towed to the mill for manufacture into good lumber. Notwithstanding the length of time that these logs have been on the bottom of the river, they are as sound as a silver dollar and in good shape. Mr. Russ gets logs also from the forest, hauled to his mill by trucks. Trucks both far and near come to his mill to buy lumber. For short distances he delivers with his own trucks. Heretofore, lumber on Pearl River, was shipped by schooners, steamboats, barges, and railroads. But there has been a great improvement in shipping since the motor truck has been invented. Mr. Russ has stamped improvement on the wings of time. We congratulate him for his improvement.
August, 1914
Pearlington, Miss.

## MR. BEER'S JESTING PREDICTION

Mr. Beer was a drummer, who lived in New Orleans, La. He came to Pearlington about twice a month to sell goods, (not to the Merchants of Venice) but to the merchants of Pearlington. After the Poitevent and Favre Lumber Co. discontinued business here in 1908, there was a depression. Mr. Beer was sitting near the front door of the Racket store (owned by Mr. McGuire) when the writer came in to buy a few groceries, he said, postmaster, I have good news for you. What is it Mr. Beer? I am always glad to hear good news. His quick reply was, I am expecting a railroad to come through here to build up this town again. My question was, when do you think that will happen? He jestingly said, in about a hundred years. If Mr. Beer is still living, and would come to Pearlington, he would see the Greyhound Bus Line, Route 90, speeding through Pearlington, and on the coast of Mississippi, doing the business of a railroad. Doubtless, he would be amazed and wonder like Simon, the sorcerer, when he saw miracles and signs wrought by Phillip, in the joyous city of Samaria. I am quite sure that it would gratify Mr. Beer to know, that his jesting prediction, in a measure, has come true. The Greyhound Bus Line was put through from New Orleans to Mobile, passing through Pearlington, and on the coast of Mississippi in 1936.

## MRS. NELLIE FAVRE

Mrs. Favre, is the widow of the late Mr. Ford Favre. Mr. and Mrs. Favre, began business up in Pearlington, when the Greyhound Bus Line, Route 90, ran through Pearlington. But when the route was discontinued, and a more direct route was made across Prey's Point and across Bayou Cowan, to Bay Saint Louis, and along the coast of Mississippi, shortening the distance a few miles, Mr. and Mrs. Favre moved to the bus line, established a restaurant, tourist camps, filling station, and a ticket office for the Greyhound Bus Line. Employed Colored cooks and waiters.

## MRS. HENDRIX, NOW MRS. LYNCH

Subsequently, the ticket office was transferred to Mrs. Hendrix's place of business, where Mrs. Hendrix established a restaurant, tourist camps, filling station. Hired White and Colored employees to help her run the business. At one time Mrs. Favre and Mrs. Hendrix carried on a lucrative business. They furnished as finer meals as tourist camps as you can find anywhere on the coast of Mississippi.
August, 1954
Pearlington, Miss.

## PREY'S POINT

Prey's Point is located between Pearl River, and Bayou Cowan, in Beat No. 1, Hancock County, State of Mississippi. It was a part of Pearlington before the war between the states. It is about one-half mile wide, and a mile long, named for Mr. Otis Prey, the first settler. Mr. Prey owned a farm and slaves to cultivate it.

Judge Brush, had a law school in Prey's Point, and Mr. Prey studied law under his tutorship. Gen. Nixon was the first settler near Prey's Point, at the south end of Pearlington. Gen. Nixon was a soldier in the United States Army in the war against Mexico. After his decease, his family removed to Bay Saint Louis.

Mrs. Amantha Hicks was the first to live down in the Point after the war between the states. She was a widow indeed. She was the mother of three sons and three daughters. She raised her children and a granddaughter, by selling cakes, pies, and homemade beer (non-intoxicant) not like the home-brew that is sold and bootlegged today. She sent her children to school, and when they were old enough to work, she moved up in town and rented a house large enough to take in roomers and boarders. And on this wise she lived above reproach until her children were all grown and married. She went to heaven in the fall of 1892. There is a little bayou, headed near Pearl River, flowing east into Bayou Cowan, named Hicks Bayou, for Mrs. Hicks. It is a good bayou to catch fresh water fish.

## AUNT MAUDLAND'S LANDING

There is a landing on Bayou Cowan, in Prey's Point, known as Aunt Maudland's Landing. Aunt Maudland was Mrs. Thompson and Mrs. Johnson.

She lived on Mr. Thomas Doby's farm and ferried at this landing while Mr. Doby drove his horse and buggy around on the highway into town. Aunt Maudland was the mother of four sons and four daughters.

## MR. DOBY'S BRIDGE

When Hancock County discontinued the upkeep of the Public Highway, and the bridge across Bayou Cowan, Mr. Doby built a bridge across Bayou Cowan, a short distance above Aunt Maudland's Landing, that shortened the distance into Pearlington This bridge brought about an incentive that helped to build up Prey's Point.
August, 1954
Pearlington, Miss.

## ABNER MCGUIRE, THE OWNER OF PREY'S POINT, AND THE ISLAND IN PEARL RIVER BELOW PEARLINGTON

Doubtless, Mr. McGuire bought Prey's Point from Mr. Samuel White, who owned all the vacant lands within a radius of three miles from Pearlington, in Beat No. 1, Hancock County, Mississippi. Mr. McGuire built a fine home in Prey's Point, and ran a fence from Pearl River to Bayou Cowan, and made a pasture of it. The most of this pasture was marsh land, bounded on the west by Pearl River and Cross Bayou, a distance of six miles, on the east by Bayou Cowan and Mulatto Bayou, a distance of about ten miles, containing a tract of approximately six thousand acres. A region fine for grazing, fishing, hunting, and trapping, where cattle kept fat all the year round. Mr. McGuire owned a lot of cattle himself. And other people who owned cattle would pasture their cattle in there at so much a head. This tract of land took in McGuire's Island in Pearl River, about a mile below Pearlington, near the east bank of Pearl River. The waters between the island and the east bank of Pearl River, were boomed at each end, where the Poitevent and Favre Lumber Company kept their square timber and cypress logs. The square timber was rafted and towed to Ship Island, and loaded on ships bound for foreign ports. Mr. McGuire did not charge the company any rent for the use of these waters. So when Mr. McGuire was appointed postmaster at Pearlington, under President Cleveland's second administration, about 1893, the company let Mr. McGuire have a building free of charge to run the post-office in.

## THERE IS NOTHING SO KINGLY AS KINDNESS, AND NOTHING SO ROYAL AS TRUTH

Mr. McGuire was not only a saw-mill man, but a business man also. He ran a planing mill for the Poitevent and Favre Lumber Company a number of years, after which he ran a planing mill for the E. C. Goddard Lumber Co. at Logtown, Miss. where he accidently lost his right arm in the machinery, which handicapped him so that he had to discontinue the saw-mill business. Therefore, he established a grocery store, and his son Mr. Herbert McGuire, and Mr. Samuel Knighton, his son-in-law, ran the business for him.

Losing his right arm and hand, he could not write his name legibly, so he had a stamp made, a facsimile of his name, that he stamped his name to the official papers. His son was his assistant postmaster. But he kept a clerk in the office with him at all times. It was remarkable to see Mr. McGuire hoe around the vegetables in his garden with his left hand. Mr. McGuire survived his beloved wife, Mrs. Julia McGuire, his two sons, Mr. Ralph McGuire, Mr. Herbert McGuire, and Mrs. Ella McGuire Knighton, the mother of Miss Bertha Knighton Williams, and the grand-daughter of Mr. McGuire, and the sole heir to his estate.

August, 1954
Pearlington, Miss.

## RAILROADS AND THE FUGITIVE SLAVES

Before the Civil War, railroads were not allowed to run below the Mason and Dixon line. They ran down to the line, and turned East and West. Doubtless this was to prevent the slaves from running away from their masters into free states. Yet, they became fugitives by the assistance of an organization known as the Underground Railroad, that spirited them away into free states until a more drastic fugitive slave law was passed by Congress in 1850, that practically established slavery in all the states, finally, they were smuggled into Canada. From 1858 to 1860, the political issues against slavery in the North and West, were so bitter and intense, and the Presidential election of 1860, resulted in secession in the South, Civil War in 1861, and the emancipation of the slaves in 1863.

The emancipation of the slaves was one of the greatest events in American history. The United States has made greater progress since the emancipation of the slaves than she did from Colonial times up to that great event. (It was the writer's good fortune to visit Jamestown, Va., July 4, 1931. His itinerary was from Washington, D.C. to Richmond, Va. thence to Williamsburg, Va. by rail, thence by taxi to Jamestown. It was a desolate place. The only person I saw there was the Colored taxi driver who worked for a sightseeing company at Williamsburg. A distance of 14 miles from Williamsburg. In the month of August, 1619 a Dutch man-of-war sailed up the James River to the plantations, and offered at auction twenty Africans. They were purchased by the wealthier class of planters, and made slaves for life. It was however, nearly a half-century from this time before the system of Negro slavery became well established in the English colonies. The writer walked nearly a mile on the bank of the James River, in order that his feet might tread on the ground where those Africans landed. He regarded it as one of the most sacred places in American history.) The census of 1950, gives 10 persons at Jamestown, Virginia. But the writer saw none when he was there in 1931."

The Negro had friends even in slave time. And since he has become a bonafide citizen of the United States, and a part of the body politic, he has more friends. And in proportion to the way he lives soberly, righteously, and godly in this present world, educates, and saves his money, his friends will increase.

August, 1954
Pearlington, Miss.

## MAIL SYSTEM

Before the Civil War, a steamboat line ran from Mobile to New Orleans, that carried mail, passengers and freight. These boats ran on schedule time, when one was leaving Mobile, the other would be leaving New Orleans, at the same time. They met at Biloxi, the half house. It is 160 miles by water from Mobile to New Orleans, and Biloxi is half way. These boats stopped at all the large towns on the coast of Mississippi, delivered and received mail and passengers and freight. After the war and reconstruction, the steamboat route was discontinued when the Chattanooga railroad was put through to New Orleans, in 1872. Now the Louisville and Nashville R.R. After the Chattanooga railroad was put through to New Orleans, mail, passengers and freight came on the train. The mail for Pearlington, Gainesville and Hobolochitto, was relayed from Bay Saint Louis, twice a week, on Wednesday and Saturday. Mr. Pinkney Ross, a Colored man, who lived at Bay Saint Louis, rode the mail, and changed horses at Gainesville. This mail system was carried on until a steamboat route was established on Pearl River, from English Lookout, La. to Pearlington, Logtown, and Gainesville. The steamboat route having been discontinued sometime since, we now have an automobile route, and Mr. Marshall, is the mail carrier.

Adhesive stamps originated in 1840, when Roland Hill, was Postmaster General of England, conceived the uniform penny postage plan. Up to that time it had been the custom to charge for the transportation of packages in proportion to the distance covered. The use of this form of stamp rapidly spread to other countries, and is now universal.

## POSTMASTERS AT PEARLINGTON

Since Reconstruction in 1870, Pearlington has had ten postmasters, namely, George W. Brown, Judge Joseph Graves, Mrs. Favre, the widow of Nezan Favre, Judge Joseph Graves, Judge Graves, served alternately under President Arthur, and President Benjamin Harrison, Abner McGuire, Etienne William Maxson, Thomas A. Dean, Mrs. Strayhan, Mrs. Emma Dean, the widow of the late Thomas A. Dean, Mrs. Ernestine Davis, and Mrs. Elizabeth Lynch, the incumbent.

Mrs. Lynch has proven to be as capable, and efficient in the discharge of her duty as postmaster, as any of her predecessors, and in one point, she has excelled. Mrs. Lynch has worked up the gross receipts of the office, so that it is now advanced to the Third Class, beginning July 1, 1954. We congratulate Mrs. Lynch for her faithful and courteous service, and wish that she stay in the office as long as she lives.
August, 1954
Pearlington, Miss.

## THE GIN AND SUBURB

Before the Civil War, the Gin was a part of Pearlington, but now an isolated section, inhabited by some very good citizens and their families. They are retired business men. They have built up some fine homes. They have artesian wells, automobiles, out-board motor boats. Some have dug

canals to keep their motor boats in. They enjoy fishing and hunting on Pearl River and its tributaries, where fish and game abound at certain seasons of the year.

In the suburbs east of Pearlington, and near the Greyhound Bus Line, we have some very good citizens also, and their families. They are retired business men; they have everything that the men in the Gin have, and are enjoying life.
August, 1954
Pearlington, Miss.

## MR. HARRY HALL, A MAN OF BUSINESS, AND INDUSTRY

Mr. Hall sells soft drinks, sandwiches, barbecued meat. He operates a pressing shop, and does the most of the work himself. He is affable and courteous to all of his customers. He is a carpenter, cementer, and a farmer. He has educated his two sons and three daughters. He has a son in the U.S. Navy. He has a good wife, and while he takes care of the vanguard, she brings up the rear. He and his family are all members of the Roman Catholic Church.

## MRS. [illegible]ETTIE GILES, AND HER LUNCH ROOM

Mrs. Giles carries on her business at the corner of Hancock Avenue and White Street. She sells soft drinks, cakes, pies, lunch and ice cream. She supplies some of the stores with pies and cakes. She cares for children. Her home is almost a nursery.

The Grand United Order of Odd-Fellows had their annual meeting in the hall where Mrs. Giles operates her business, on the night of August 2, 1954. The repast was prepared and served from Mrs. Giles' Lunch Room. The delegates, guests, including our White friends at the banquet, would approximate 200 persons. The banquet was said to be the finest given by Colored people in Pearlington.
August, 1954
Pearlington, Miss.

## MR. SAM WHITFIELD, AND HIS PULPWOOD BUSINESS

Somebody has said when the H. Weston Lumber Co. discontinued the manufacture of lumber at Logtown, from a business standpoint, Logtown would be as dead as a dodo. The one who made this discouraging prediction, has made a ludicrous blunder. From the fact that Mr. Whitfield, has kept business alive in Logtown with his pulpwood business. We understand that 20 trucks haul wood to the landing at Logtown each week. Averaging approximately about 80 cords a day. Fifteen of these trucks are owned and driven by Colored men, and 5 by White men. Cutting and sawing this pulpwood in the forest, hauling to the landing at Logtown, loading on barges, and towed to Moss Point, Miss. to be manufactured into paper, summed up in the aggregate, would make a lucrative business. We congratulate Mr. Whitfield, and wish him and his employees abundant success.
August, 1954
Pearlington, Miss.

THE END

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